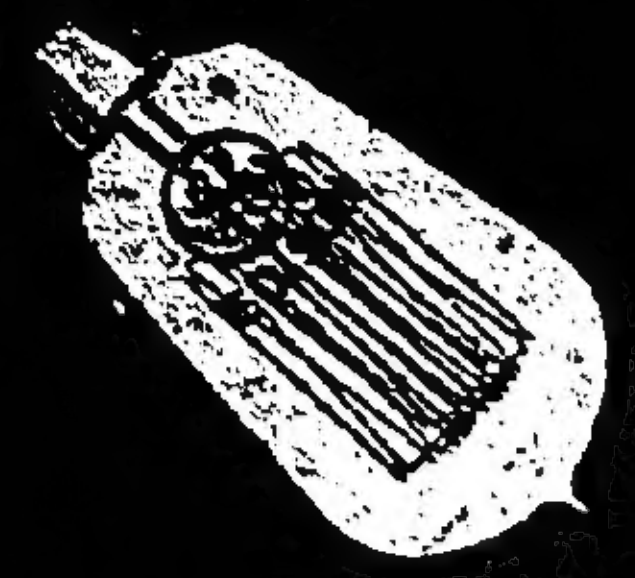


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# The Hongkong Telegraph.

(ESTABLISHED 1851)

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## SPECIAL TELEGRAMS.

(From Our Own Correspondent.)

### THE ITALIAN MINISTER.

Shanghai, July 11.  
Signor Garbasso, the Italian Minister at Peking who has been appointed the new Foreign Minister in the Italian Cabinet has arrived and is sailing by the Empress of Russia on Saturday.

### JAPANESE VOTE IN SHANGHAI.

Shanghai, July 11.  
The power Japanese voters wield in the balance of power in municipal affairs as revealed at the ratepayers' meeting over the Press License Law which the Japanese vote carried started the city. Both the *China Press* and the *North China Daily News* comment editorially on it.

## EARLIER TELEGRAMS.

### IMPERIAL PREFERENCE.

London, July 7.  
In the House of Commons Mr. Houston asked why the South African Government recently placed in the United States orders for 44,000 tons of rails, a thousand cars, 250 trucks and in the United States and Canada seventy large locomotives instead of in Great Britain, in view of the necessity for employment of people here and maintaining Great Britain's export trade.

Lt. Col. Amery said some of these orders were placed before the armistice when it was impossible for Great Britain to supply railway material. British offers respecting price and date of delivery of seventy locomotives were so unfavourable that South Africa was obliged to go further afield. He was glad to say forty of them were ordered in Canada.

Lt. Col. Amery continued that in view of Mr. Houston's question, which seemed doubtless unintentionally to imply that it was undesirable that the South African Government should purchase material from Canada rather than Great Britain, he recalled that the policy on which the Government of the Empire agreed was that of preference in contracts to the produce and manufactures of the Empire, not merely of the United Kingdom. Contractors of Great Britain could not expect preference from other Empire Governments except as against foreign countries.

Replying to a question Lt. Col. Amery said he understood the South African Government actually did their very best to place the orders in Great Britain, and negotiated at great length with manufacturers.

### THE PEACE CELEBRATIONS.

London, July 7.  
The Government is making elaborate arrangements for national rejoicing on July 19. The chief feature will be the march through London of over 18,000 men and women representing all the British forces, Mercantile Marine and forces of the Dominions, India, United States, France, Italy, Japan and Belgium. China, Siam and other friendly Powers are also invited to send representative detachments. The procession will assemble at Hyde Park and march via South London to Whitehall, where it will salute the memorial which will be erected to the heroic dead: thence to the Mall where the King will take the salute. The river pageant is for the present postponed; but may be held early in August. The afternoon will be devoted to general rejoicing, especially by the children, and the evening to illuminations and fireworks, including a great display in Hyde Park, where also there will be a choral festival.

### EXCLUSION OF ENEMY SUBJECTS.

London, July 7.  
In the House of Commons, replying to Mr. Arthur Murray, Lt. Col. Amery said he believed Canada was the only Dominion which had recently legislated regarding the immigration of aliens. The act passed there enabled prohibition and otherwise ordered or the entry of immigrants who had been enemy aliens. This regulation is being enforced but does not apply to nationalities hitherto technically subjects of enemy nations who declared independence or whose independence was recognised by the Peace Conference or the whole Government placed under mandatory power.

### ROYAL COMMISSION ON AGRICULTURE.

London, July 7.  
In the House of Commons Mr. Bonar Law announced that Sir William Peat would preside over the Royal Commission on Agriculture which would enquire into the economic prospects of Great Britain, specially as regards the adjustment of the balance between prices of agricultural commodities and the cost of production, remuneration of labour and conditions of employment.

### TENNIS AT WIMBLEDON.

London, July 6.  
The greatest and most thrilling doubles ever witnessed was the defeat in the semi-final of Brookes and Patterson by Wood and Thomas, all Australians, by 6-4, 6-4, 3-6, 6-3. Wood played an inspired game. Never were such driving, volleying and smashing seen. The greatest feature was the unprecedented manner in which the Australians killed off the hardest serving ever delivered.

## STOP PRESS TELEGRAMS.

### UNREST IN IRELAND.

### SINN FEIN MOVEMENT TO BE SUPPRESSED.

London, July 8.  
Owing to a great increase in serious crimes and incitements to crime by Sinn Fein adherents, especially in County Tipperary, Proclamation has been issued in Dublin suppressing the Sinn Fein organisation and its kindred associations in Tipperary.

### CANADA THANKS HER FIGHTERS.

Ottawa, July 7.  
The Dominion House of Commons, on the motion of Sir Robert Borden, seconded by Mr. McKinnon, Leader of the Opposition, unanimously adopted a resolution of thanks to the military and naval forces in Canada for their services in the war.

### THE ITALIAN SITUATION.

Rome, July 7.  
The leading grain importers have decided to combine in the control of imports.

### THE SITUATION IN PETROGRAD.

Helsingfors, July 6.  
It is reported that all the foreign Embassies, Legations and Consulates in Petrograd have been occupied by the Bolsheviks, the archives seized and the occupants arrested on a charge of espionage. Two Bolsheviks have dared that all persons found possessing a ms shall be shot on the spot.

### REVERSE FOR RUSSIAN VOLUNTEER ARMY.

Copenhagen, July 7.  
An Estonian communique says the North Russian Volunteer Army, which has been victoriously advancing towards Petrograd, has suffered a reverse and abandoned the fortress of Erasmajorga and several stations on the Petrograd-Narva Railway, west of Gatchina.

### PRINCE OF WALES INDISPOSED.

London, July 8.  
H.R.H. the Prince of Wales is suffering from a severe chill. He is improving, but has cancelled his engagements for the week.

### GERMANY AND THE PEACE TREATY.

Berlin, July 7.  
The Federal Committee has approved the ratification of the Peace Treaty.

### STOLEN MONEY.

### KOWLOON "BOY" IN TROUBLE.

The risks of marrying beyond one's means are illustrated by the unhappy fate which overtook a "boy" employed by Mr. P. R. Wolff of the Godown Company. A few months ago he joined Mr. Wolff's service in the humble capacity of an assistant house coolie. About a month ago, his zeal secured him promotion to house-boy, a position which gave him access to Mr. Wolff's cashbox. "Naturally," the promotion was a step to marriage. He married, but evidently found that his limited income was not sufficient to secure matrimonial bliss. With the aid of levies which he from time to time made on Mr. Wolff's cash-box, he managed to keep himself comfortably. But Mr. Wolff had come to be aware of the occasional mysterious disappearance of various sums ranging from \$5 to \$15 from his cash box which he kept in a drawer, but was unable to catch the thief red-handed. Finally he resorted to the stratagem of marking some coins and notes, which he put into the cash box, and waited for developments. He was not disappointed, for yesterday he found that a 20 cent piece which was among the marked money, had disappeared. He informed the Police, who went to the "boy's" quarters, where they made a search and found the missing coin in the "boy's" jacket.

The "boy" was to-day sent by Mr. G.N. Orme to prison for one month.

### DAY BY DAY.

There was a clean bill of health in the Colony yesterday.

The s.s. Euryates departed from Hongkong to-day for New York with a general cargo.

The s.s. Talthybius arrived here to-day from Shanghai with a general cargo. She sails at noon on the 14th.

The s.s. Kwangse arrived in port yesterday from Tsingtau, Shanghai and Swatow with a general cargo.

The s.s. Sinkiang arrived in port yesterday from Shanghai with 42 saloon and steerage passengers and a general cargo.

The Pacific Mail s.s. Ecuador, which arrived in Hongkong this morning, experienced rather bad weather on the run from Shanghai to Manila, having struck the tail end of a typhoon.

Obedience is one of the filial duties. A Chinese was blessed with a father who drew his chief enjoyment in life from opium pipe. The pipe needed replenishing and the smoker sent his son out to buy two bags of opium. This drug being Government stuff, he was arrested by the Police in a thorough Road. Charged before Mr. G.N. Orme, he pleaded his father's love of opium had led him into trouble. Mr. Orme sentenced him to 300 fine or one month's imprisonment.

## THE RECENT PIRACY.

### PRISONERS IN COURT.

The signal to the Lamina and piracy was the appearance of the five arrested men before Mr. G. N. Orme at the Magistracy to-day.

There were four charges preferred against the prisoners, these being armed robbery, attempted murder, wounding, and kidnapping.

The first charge included the theft of money, the junk, and a bangle, the total value being \$336.

In applying for a remand, Inspector Gordon, of the Water Police, said that the robbery took place in Luk Chan village, Lamina Island. The pirated junk, the crew of which was composed of an old woman and her seven children, was accompanied by another junk, of which a brother of the old woman was the master. The eldest son, who was 21 years of age, and a girl, 18 years, were both shot in the legs by the prisoners in quick succession, after they boarded the junk. The elder boy jumped overboard and swam to his uncle's junk which immediately set sail for Aberdeen, where the affair was reported to the Police. In due course, Inspector Gordon received the message, and No. 1 Police launch set off in pursuit, manned with a special crew. The captured junk was sighted off Shek O.

The prisoners, it appeared, had started from Aberdeen in a junk, and when they captured the junk they sailed off with it to Shek O. When they saw the inevitability of being captured by the Police, they threw their arms overboard and replaced the bangle and the ready money, amounting to some \$16 which they had stolen, back into their original places in the junk.

Inspector Gordon said he had plenty of evidence to testify to the throwing overboard of the arms and the ransacking of the boat of its valuables.

The case was formally remanded for a week.

### JAPAN AND THE ALLIED VICTORY.

It is reported that H.M. the Emperor will personally perform the ceremony of reporting the Allied victory at the Grand Shrine at Ise, the Imperial Mausoleum of the Emperor Meiji, and other mausolea at Yamato and Kyoto. The date of these functions is not yet fixed. It will probably be announced after the return of the Japanese peace delegates to Japan.

### AMERICA AND JEWELS.

According to the returns published by the New York tax officials, says a London dispatch to the *Advertiser*, the import duties daily collected from diamonds and other precious stones reach over \$400,000. On the 10th instant, the import duties levied upon the diamonds from Holland amounted to \$7650,000, while those imposed upon precious stones from England reached \$160,000. According to the last year's statistics, America possesses one-half of the whole of the world's supply of diamonds. Works of industrial art are also being imported into America in plenty. The smuggling of jewels into America is itself almost a major industry, as the duty is high, and the risk small though the penalty on detection is heavy. There have been stories of jewels bought cheaply of Russian refugees in Japan, and taken over in baggage and sold at very handsome profits, but not invariably without detection and the consequent punishment.

## TROUBLE IN CANTON.

### SHOPS CLOSE AS A PROTEST.

The citizens of Canton held a meeting on Thursday last, and expressed their views on international, internal and the civil Government questions. From the Administrative Directors of the Military Government they received a first but scant courtesy, but they (the Directors) seeing how insistent the citizens were for a reply to whether Dr. Wu Ting Fang would be appointed Civil Governor or not, at last gave in so far as to invite a deputation of 10 of their number to wait on the Directors.

The result of this Conference was so unsatisfactory, that the citizens, even at that late hour, after 9 p.m. decided to leave the Military Government compound and proceed to the Chamber of Commerce. On arrival, there was a short delay, as the President of the Chamber of Commerce was absent. On his return he and his colleagues, after a long consultation, agreed to fall in with the request of the citizens that all shops should be closed to business from Friday (yesterday). It was then almost midnight and the citizens returned to their respective homes.

### SHOPS ORDERED TO CLOSE.

The Canton Chamber of Commerce on July 10 issued an order declaring a general suspension of business and the closing of all shops from July 11 as a protest against the unsatisfactory reply of the Military Government to the demands made by the citizens. So far, the order has not been very effective for many of the shops are carrying on trade as usual.

### OFFICIAL MOTOR CARS STONED.

Some persons in order to vent their displeasure against the Military Government stoned the motor cars in which the officials ride. No serious accidents have been reported. Many of the officials are keeping under cover and it is rumoured the notorious brothels on the East Bund and are given to "squeeze" will come in for special attention.

### CITIZENS FORCIBLY EJECTED.

About twenty of the citizens who marched to the Military Government and presented demands remained on the grounds until a late hour, waiting for a reply from the Administrative Council. They were finally carried outside the gates bodily, by the guards, screaming and protesting all the way.

### SHOPS SUSPEND BUSINESS.

Yesterday forenoon as all the shops had not complied with the order issued by the Chamber of Commerce, members of the Chamber formed themselves into squads of ten, and made personal appeals from store to store. This had the desired effect, and almost every shop has suspended business, which includes:—The Sincere Co., The Sun Co., Chang Kwong Co., and all large department stores.

### NEWSPAPER PRESS FUND.

At the 56th anniversary dinner of the Newspaper Press Fund, at the Mansion House the Secretary announced that the total subscriptions amounted to \$3,200, only \$300 behind the record. Lord Burnham remarked that the Lord Mayor had mentioned that even newspaper proprietors were qualified for assistance from this fund, but that probably none would apply. If the cost of production and distribution continued to rise he was not certain that the fund would be able to meet the needs of the press. (Laughter.) The American Ambassador, replying for the visitors, said that the fund was a very valuable one, and that the American press was very grateful for the assistance it received from it.

## To-Day's Exchange.

The closing rate of the dollar on demand to-day was 34.4 1/2-1/2.

## WATCHING THE FIRE ENGINE.

### CHINESE REFUSES TO MOVE ON.

A Chinese was before Mr. R.R. Lindell at the Police Court to-day on a charge of disobeying an order given him by an Indian constable.

This Chinese took an interest in a fire-engine which was taking up water from the harbour at Statue Wharf yesterday. Orders had been given to the constable on duty there to move away all loafers and in obedience to these the constable requested the Chinese to move on, which the latter did not think fit to do until the order had been uttered three times. It happened that Mr. Mc. I. Messer and another gentleman were at the time at the place looking on, and the Chinese, it is alleged, came back and with a fine air inhaled a cigarette and coolly puffed the smoke in Mr. Messer's face. This was unpleasant, and Mr. Messer ordered the constable to drive the man away. As the constable was executing the order, the Chinese expressed his indignation by saying that he had as much right to stay there as the "foreign devils." The constable retorted to the man's speech by a forceful expression, whereupon the other asked "Why you said d-a to me?" The constable then lost patience with the Chinese and arrested him.

Mr. Lindell adjourned the case until Monday in order to obtain the evidence of Mr. Messer.

## PEACE CELEBRATIONS.

### THE TRIUMPHAL ARCHES.

The names of the following notable Generals and Admirals who fought in the Great War will appear in shields on the 23 triumphal archways to be erected in the streets of Hongkong in connection with the Peace Celebrations. The names were furnished to the Committee by the Military and Naval authorities respectively.

### GENERALS.

British.—Kitchener, Haig, French, Allenby, Marshall, Botha, Plumer, Maude, Currie, Smith-Dorrien, Smuts.  
French.—Foch, Joffre, Mangin, Petain, Manouri, Gallieni.  
Italian.—Diaz, Cadorna.  
American.—Pershing, Bliss.  
Japanese.—Kamio.  
Serbia.—Putnik, Mibitch.  
Greece.—Danilich.  
Portuguese.—Danaginski.  
Belgium.—Leman, Tombour.

### ADMIRALS.

British.—Fisher, Jellicoe, Beatty, Jackson, Burrey, Jellicoe, Maidsen, Surfleet, Baily, Wemyss, Craddock, Calthorpe, Browning, de Robeck, Thomas, de Chair, Tader, Duff, Hoel, Fakenham, Oliver, Keyes, Phillimore, Tyrwhitt.  
American.—Sims, Rodman.  
French.—Ronarch.  
Italian.—Abruzzi.  
Japanese.—Sato.

## DON'T FORGET.

TO-DAY.  
Victoria Theatre—8.15 p.m.  
Coronet Theatre—8.15 and 8.45 p.m.  
Victoria Theatre—8.15 p.m.  
Coronet Theatre—8.15 and 8.45 p.m.



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**MOTOR SIDE-CARS.**

**DISCUSSION ON ENGINES.**

At the Birmingham Chamber of Commerce recently, Mr. J. G. Caudwell read a paper on the engine of the motor side-car, a synopsis of which should be interesting. Only engines of over 500 c.c. piston displacement were dealt with, as with the volumetric efficiencies at present attained, a smaller engine was considered quite unsuitable for serious motor work.

On the question of cylinder cooling Mr. Caudwell observed, that he only dealt with air-cooled engines, as sufficient experience had now been acquired to show that in the range of sizes under discussion, water cooling was a quite unnecessary elaboration. Air cooling would be perfectly satisfactory under right conditions, but very little attention appeared to have been given to it by the designers of motor cycle engines. A careful examination of a cylinder of, say, a 1906 3 1/2 h.p. Minerva engine, and any 1919 cylinder, showed no essential difference whatever in design, except that the valves and passages were slightly larger, but the pitch, number and disposition of the cooling ribs, and the thickness of the walls, remained practically unchanged. Mr. Caudwell remarked, that it was really surprising that engines kept as cool as they did when the obstructions to the direct flow of air to them were considered, the cylinder being usually placed behind a tube which was not streamlined, while in front of that was a mudguard, which might be anything up to 8 in. wide, and might have been designed for the express purpose of acting as a scoop to deflect the air away from the cylinder, while the mudguard was also frequently placed in front. In the same way there were tubes and mudguards in the rear to obstruct the closing in of slipstream, if one should ever be formed. It was to be seriously questioned if our much-talked-of experience with air-cooled engines during the war had taught us a great deal that would be of use when applied commercially. Better cooling was undoubtedly needed, as it would give longer life of valves, less carbonisation, and, in permitting the use of a higher compression ratio, would improve thermal efficiency.

With regard to crankshafts and flywheels, Mr. Caudwell said he could not understand why makers of single-cylinder and V-twin cylinder engines, with few exceptions, have always placed the flywheels inside the case. The disadvantages of this method of construction are numerous and obvious, he said, while advantages seem to be non-existent. A car engine with an 85 mm. bore cylinder has a crank pin about 2 in. diameter by 2 1/2 in. long, so that it is extraordinary that there should be many thousands of motor cycle engines running with crank pins only 3/4 in. in diameter by 1 1/4 in. long, and still more extraordinary that, although the oil is only fed in a most erratic manner by a hand pump, they may yet last 5,000 miles without requiring renewal, that is, about six months' work for a fairly hard rider. Although some improvement has been effected by the use of roller bearings, these can hardly be regarded as a satisfactory solution of the problem, in view of their small size and the heavy loads and shocks to which they are subjected.

The placing of the flywheels inside the crank case means, too, that the diameter cannot exceed about eight inches, so that they have to be unduly heavy. The average weight is from 25 to 35 lb. the pair, which is about one-third the total weight of the engine. Bearing sizes, too, seem quite inadequate, although these are usually of the ball or roller type. Although it is a wonderful testimonial for the makers that these bearings may have a life of over 10,000 miles.

As to the piston and connecting rod, the restrictions connected with the use of internal flywheels limit the distance between the pin to about 3 1/2 in., so that the connecting rod is not wide enough to resist transverse strains. This results in the rod springing, so that it is usual to find that the big end pin is not parallel with the crank pin after a very little use.

Mr. Caudwell's paper, which was a valuable addition to the literature of the motor cycle, and is a contribution which may bear good fruit in the near future.

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**EMIGRATION TO DOMINIONS.**

**SCOTTISH BOOM EXPECTED.**

In the House of Commons on April 30 it was announced that the Government had decided to grant free passages to the Dominions to "ex-Service men who are accepted approved settlers—under any settlement scheme of the overseas Governments, or can show that they have assured employment awaiting them, and are otherwise acceptable to the authorities of the Dominion to which they wish to proceed." The same privilege is extended to women who have served in any of the recognised women's service corps, including the Land Army.

Recently there has been opened at 59, Victoria Street (previously the Passport Office) an "Overseas Settlement Office," which is virtually a sub-Department of the Colonial Office. Within the last few days a Committee appointed by the Department has been engaged, in consultation with representatives of the overseas Dominions, in the preparation of a scheme for giving effect to the Government's decision. Yesterday, at a meeting held in the Colonial Office, the scheme was approved, and in a day or two its details will be published.

We understand that it is proposed to make the fullest use of the existing immigration machinery of the Dominion Governments for testing the suitability of applicants for State-aided emigration. Each of the Dominion Governments, through the High Commissioners or Agents-General in London, already possesses an organisation for the examination and approval of intending settlers, and under the proposed scheme the approval of these immigration authorities will continue to be required. The Employment Exchanges will also play a part in the scheme. Men or women wishing to obtain free passages will be required to get forms of application at the Exchanges and lodge them there, and it is possible that the Exchange machinery will be employed for purposes of verification.

Inquiries made show that little progress in the emigration of British ex-Service men is anticipated until early next year. The Dominion authorities, though they have had during the war, and continue to have, many inquiries from men and women wishing to emigrate, have naturally done little or nothing in the way of assisting people to leave the country. At present, and for some months hence, the repatriation of their own soldiers will rightly have the first claim on their resources, and the shipping available or in sight does not justify any hope that they will be in a position to give much help this year to British ex-Service settlers. Still less is it likely that they will be prepared to give assistance to civilian settlers, at any rate until they have had some experience of the effects of the new Overseas Settlement scheme for ex-soldiers.

Our Glasgow Correspondent telegraphs—From inquiries with which the leading shipping companies on Clydeside are being deluged it is evident that, as soon as transport facilities are available, there will be a great exodus of emigrants from Scotland to North America. As soon as the Armistice was signed numerous inquiries were made at the various shipping offices as to prospects for emigration, and all agents are anticipating that, directly travelling restrictions are removed and ships are available, a great "boom" in emigration will take place.

The chief reason for this is the fact that for fully four years there has been no emigration, and people who would have left the country but for the war are anxious to get away at the first opportunity. Ex-Service men, unwilling to return to sedentary occupations, are also anxious to try their fortune overseas, while the influence of Dominion and American soldiers who have been quartered in the country has had an unsettling effect upon many people. Among those anxious to emigrate to North America is quite a large section of the engineering community who are tired of the unsettled condition of the "labour market," and think that they will escape these industrial upheavals on the other side—Times.

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Prompt attention given to Orders.

**STORMY TEACHERS' MEETING.**

The London Teachers' Association held a demonstration at the Kingsway Hall recently in favour of higher pay. There was a stormy scene when the chairman put to the meeting a resolution asking the I.L.C. to put into operation the standard scale of salaries as adopted by the Association in 1916. The motion was practically unopposed, and the I.L.C. was bound to accept it. The I.L.C. was bound to accept it, and the I.L.C. was bound to accept it.

upon the I.L.C. standard scale of salaries at the point they would have reached had the scale been in operation during their whole period of service, and also meaning that the war bonus be granted.



# COULD GERMANY HAVE WON? KAISER'S NEGLECT OF ALL WARNINGS OF PEOPLE.

The *Times* publishes a long review of a new book in which Colonel Bauer discusses the reasons why Germany lost the war. The author and the reviewer agree that the inquiry not only has a technical and historical interest, but affords material from which a deeply stirred nation may find stimulation for her sense of pride and impulse towards the renewal of her strength.

Colonel Bauer concludes that, from the military side, the war could have been won, but that the Government, with the Kaiser at its head, neglected all the warnings that were given them as to the unsatisfactory political condition of the people. They clung with the Socialists, believing that an easy peace could be obtained, admitted Bolshevism, and in the end, did not deal sufficiently firmly with the people.

A criticism. The initial plan of campaign, says the Colonel, was based on the conception of a rapid victory in the West. This did not happen, partly because of the "calamity" that struck in the saddle at the critical time, and partly because in 1913, through fear of the Reichstag, the strength of the Army was not brought up to the standard. The battle of the Marne, with the subsequent "probably entirely unnecessary retreat," gave a tragic turning to a victory that was already practically achieved.

The second phase, (the driving back of the Russians, the conquest of Serbia, the Verdun offensive, and the defensive battles of the Somme) could not lead to a military decision. The third phase began with the assumption of command by Hindenburg and Ludendorff, and was characterised by far-reaching reorganisation of the forces on the field and at home. It comprised the brilliant offensives against Rumania, Russia and Italy, and the collapse of the enemy's offensive in the West. "Thus at the end of 1917 Germany had reached the summit of her military success, and when the Russian Revolution happened she was free to seek a decision in the West with all her strength."

THE U-BOAT OFFENSIVE. The U-boat offensive was a powerful aid, and might well have led to a decision by the spring of 1919, although "it was introduced with clumsy diplomacy, begun without sufficient technical preparation, and not pushed with the requisite vigour." The war could have been won but for the political collapse at home, and the chief cause of that collapse was the failure of the Government to "realise that only victory could end the war favourably for Germany," and their consequent temporising with pacifism at home and their overtures for peace.

The Government and the Crown sincerely believed in the honourable intention of the Social Democrats to found and to support a Monarchy based on the people's will. Under the influence of this illusion, they gave way step by step by step, until all was lost—not merely the Monarchy, but Germany herself. For Germany to re-establish herself she must recognise the meaning of the history of the past, and realise that her collapse came from the abandonment of the true German ideals.

## GENERAL NEWS.

SINN FEIN ASSOCIATION ILLEGAL. The *Daily News* Lobby Correspondent writes that at Westminster recently there were strong rumours that the Government intend to adopt a forcible policy in Ireland against Sinn Fein. It is being freely stated that the Government will proclaim Sinn Fein as an illegal association, and that Lord French will carry out this policy. Mr. Ian Macpherson's position in this matter is being criticised.

STRANGE FOOD WOMEN EAT. Countess Ferrers, presiding at annual conference of the Association of Teachers of Domestic Subjects, referred to the great importance of home and family life. Whenever she went into a restaurant she was amazed at the strange food which young women ate there. This was largely due to need of education of food values. She advocated that domestic science should be made a compulsory part of the education of every woman in the country, and that no rank should be allowed to escape from it.

## NOTICES

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## NOTIONS

THE OLD BLEND

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Business correspondence should be sent to the Manager.

The rate of subscription to "The Hongkong Telegraph" is \$36 per annum. (Payable in Advance).

The rate per quarter and per month, proportional. Subscriptions for any period less than one month will be charged as for a full month.

The "Hongkong Telegraph" is delivered free when the address is accessible to messenger. Peak subscribers can have their copies delivered at their residences without any extra charge. On copies sent by post an additional \$1.80 per quarter is charged for postage.

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Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

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Cable Address: Telegraph, Hongkong.

Telephone: No. 1, A.B.C., 5th edition. Western Union.  
Office address: 11, Ice House Street.

#### ACKNOWLEDGEMENT.

Mrs. B. J. Botelho desires to thank the friends of her late husband, for their expressions of sympathy in her recent sad bereavement, also for the numerous floral tributes.

## The Hongkong Telegraph

HONGKONG, SATURDAY, JULY 12, 1919.

### THE SHANGHAI PRESS LAW.

It was with considerable surprise that we first learned of the intention of the Shanghai Municipal Council once more to put before the ratepayers a resolution to provide almost unlimited powers of censorship over the Shanghai Press. We had two very good reasons for being taken aback at the announcement, the first being that we felt convinced the Municipal Council would never again attempt to introduce the measure after the emphatic manner in which it was rejected when originally put before the ratepayers some four years ago, since it must have been perfectly clear that at no time would any really representative meeting of ratepayers concede such powers. Besides that, the fact of the war having been concluded deprived the Council of any kind of justification for seeking such powers, and there was left absolutely no other good excuse to put such a proposal before an intelligent body of voters. These two reasons should have been sufficient, we considered, to convince the Council of the futility of attempting to get anything like a majority of votes. But we had forgotten one point, which indeed we should have remembered, and that is that the Council had on previous occasions endeavoured to get resolutions passed by relying on the Japanese vote to carry the day. Recalling this fact, we now see clearly why the Council revived the censorship resolution or rather, as we prefer to call it, the Press-muzzling resolution at this present stage. The Chinese Press is a power in the land in Shanghai, and is naturally as much up against any kind of infringement of its rights as is the foreign Press and the Councilors no doubt saw their chance of getting the Japanese vote en bloc and approval thus secured for their resolution. That is exactly what has happened. The Japanese vote, which has carried the measure through, is no more representative of the Shanghai community than would have been a vote of the Germans against their expulsion, and if the Shanghai Municipal Council, which is supposed to represent the community and undertakes to carry out the wishes and desires of the public, as expressed by a majority of votes at any meeting of ratepayers, intends to enforce the measure after the manner in which it has been secured, then we say unhesitatingly that it is the duty of the ratepayers to elect a new Council at the next annual meeting. But here again comes a difficulty. It is easier said than done to elect a new Council, since there exists in Shanghai a pernicious system of plural voting. One has only to look through the list published in the *Municipal Gazette* every year as to who is entitled to vote and who is not and how many votes are allotted to each particular ratepayer, to become convinced that the Shanghai Municipal Council comes pretty near to being a self-elected body. We cannot go into details here as to why the Council desires to pass this measure, but it is clear they have an axe to grind; otherwise they would be content to rely on the very efficient method provided by the *Common Law* for dealing with newspapers who offend the public. We do not believe for a moment that the measure will be ratified, but we should much prefer to see the Council voluntarily throw out the resolution as being entirely unrepresentative, since it has been passed by a packed meeting of Japanese who, at this juncture, would possibly vote for anything that would be likely to infringe the rights of the Chinese. The whole business is nothing less than a scandal.

### NOTES AND COMMENTS.

#### THE CABLE DELAYS.

We are about getting tired of all the Parliamentary discussions regarding the abominable cable delays, and we presume that business men in general are experiencing a like feeling. This breakdown in the cable service for that is practically what it amounts to—has been going on for months now, and it seems that the only satisfaction that can be secured from the complaints which are continually being made, is that "every effort is being made to restore the cables, and repairs are expected to be completed at an early date." That is the latest official pronouncement on the subject, and it is for all intents and purposes a mere echo of dozens of similar assurances made in the recent past. We have to thank friends in Parliament for the way in which they are emphasising the seriousness of this matter, so far as British trade in the Far East is concerned. To say that "British business interests are being prejudiced" is to put the case very mildly. It would be more correct to assert that business is being rendered impossible. What this means at the present juncture should be patent to anybody. Whilst British commercial interests are being tied hand and foot through this terrible mix-up, the nationals of other countries are going ahead, establishing new connections and "getting in" whilst British traders have to stand by and look on. We are now informed that there is a scheme afoot for extended wireless facilities, which the Postmaster General hopes will be carried out shortly.

#### "ENOUGH HOPE."

We have had enough of this "hoping" business. Surely the obstacles in the way of a successful dealing with this matter are not insuperable. Some of the delay is no doubt due to mechanical causes, but we should like to know how far the existing censorship affects the question. That it does involve some delay there can be no doubting. Anyhow, business men have long since exhausted their patience on the subject, and if the situation is not soon remedied, it will take many months, and possibly years, to win back the trade we are now losing through these irritating delays. The Press, and thus the public also, has a grievance in this matter as well, for the delays mean that such news as we get over the wires is decidedly stale. A few days ago it looked as though the arrears were being caught up, but now again we are some four days behind time. That is not very pleasant either for the newspapers or the public. But what can we do about it? Only grin and bear it, we suppose. But the thing has long since got beyond a joke, and it's about time the responsible authorities at Home realised the fact.

#### THE ATLANTIC FLIGHT.

Though the honour of first flying the Atlantic does not belong to the British airship R.34; there are some features about her successful flight over the huge expanse of water that make her feat a truly wonderful one. In the first place, the trip was made from Scotland, and not the nearest point in the British Isles, with the result that a distance of over three thousand nautical miles was covered. This was accomplished in about four and a half days, the average speed of the airship being somewhere in the region of thirty miles an hour. Another point is that no fewer than thirty passengers were carried, and some idea of the size and weight of this air monster may be gained from the fact that she carried sixteen tons of petrol. By accomplishing this wonderful flight unaided, the R.34 has established two records. She is that first airship to "cross the Pond" and she has made a longer flight than any other aircraft. It must have been a most hazardous and perilous undertaking, but British pluck, endurance and enterprise have succeeded.

#### CONDUCT OF WOMEN.

Mr. Justice Darling, in the course of a case at the Old Bailey recently, remarked that the harm done by women to the moral character of this country was far beyond any material damage that had been done. In nothing had it done more harm than in the behaviour of women on the part of the women of this country. It had now reached a point where it could be said that women were the cause of the trouble along the street.

### DAY BY DAY.

#### THE MAN WHO KINS TO BE GOOD IN THIS WORLD MAY MISS FIRE IN THE NEXT.

His Honour the Chief Justice has ordered that the next Criminal Sessions shall be held on Friday, the 25th of July.

The s.s. Loongsang departed from Hongkong yesterday for Manila with 66 saloon and steerage passengers and full general cargo.

The s.s. Taksang departed from Hongkong yesterday for Haiphong via Hoihow with 11 saloon and steerage passengers and a general cargo.

The King's Exequatur empowering Cavalieri Emilio Elen to act as Consul for Italy in Hongkong has received His Majesty's signature.

The E. and A. St. Albans left Sydney for this port (via Queensland Ports) Sandakan and Manila on 9th instant and may be expected to arrive here on or about 30th July.

It is notified that His Excellency the Officer Administering the Government-in-Council has appointed Saturday, the 19th of July, to be observed as a General Holiday.

Inland Lot No. 2271, Kennedy Road, comprising 8,890 square feet, is to be sold by auction at the P.W.D. offices on July 28. The upset price is \$1,778 and the annual Crown rent \$62.

His Excellency the Officer Administering the Government has authorised Inspector Martin Earner to act under the Dangerous Goods Ordinance, vice the late Inspector Albert Terrett, 10th July, 1919.

His Excellency the Officer Administering the Government has been pleased, provisionally and pending the receipt of instructions from His Majesty's Government, to recognise Mr. Gunnar Ludvig as Honorary Vice Consul for Sweden in Hongkong.

We are requested to state that the Consul for France and the members of the French community will be "At Home" to their friends at the Hongkong Hotel from 5 to 7 p.m. on Monday the 14th July, to celebrate the French National Day.

His Excellency the Officer Administering the Government has appointed Inspector Martin Earner to be an Examiner of Weights and Measures and also an Inspector under the Gunpowder and Fireworks Ordinance, 1901, vice the late Inspector Albert Terrett.

His Excellency the Officer Administering the Government has appointed the Hon. E. V. D. Parr and Mr. G. C. Moxon to be Members of the Recreation Grounds Committee, as representatives of the Royal Hongkong Golf Club and the Hongkong Jockey Club respectively, vice the Hon. Mr. David Landale and Mr. T. F. Hough.

On the evenings of the 18th and 19th July a very large supply of electric current will be required in connection with public illuminations. It is requested (says the *Government Gazette*) that on these evenings the use of current by private consumers may be as far as possible restricted. In no event should current be used by private consumers for the purpose of illuminating their premises.

The following telegram from His Excellency the Officer Administering the Government to the Secretary of State for the Colonies, dated the 5th July, 1919, is published in the *Government Gazette* for general information:—"Your telegram of June 27—Community of Hongkong desires me to express their respectful congratulations to His Majesty the King and to thank His Majesty for his gracious message on the signing of the Treaty of Peace."

We have received the following from a correspondent: J. C. Bain, (The ex-Railway footballer and Scottish cricketer) is expected to turn out for the Hongkong eleven during the coming season. "Jamie" was one of the fastest and trickiest outside rights produced by the "Lang Toon" (Kirkcaldy) team and is as good a shot as he is fast. He was in the eleven that took Railway Rovers into the First Division of the Scottish League, and should the play regularly be sure to prove an attraction to lovers of the "Soccer" game in Hongkong.

### 1894.

#### HONGKONG TWENTY-FIVE YEARS AGO.

(Compiled from the "Hongkong Telegraph" files for week ending July 11st, 1894.)

#### THE DOLLAR.

July 16.—The rate of the Dollar, on demand, to-day is 2s. 1d. 7/8.

#### PROPHESIES FULFILLED.

July 16.—It is the intention of the Government to build a much needed market at Tai-kok-sui. What with a market and the new road, there will be great improvements in that district a few years hence.

#### SARCASTIC.

July 16.—We understand that the Hongkong Government has under consideration, if it has not actually been decided upon, the construction of a lighthouse on the hill at the back of Messrs. Blackhead and Co.'s godown at Kowloon Point. It is intended to serve as a leading light for vessels entering the port after dark, so as to prevent their colliding with the Kowloon Observatory.

#### THE PLAGUE.

July 18.—The Plague statistics for the last 24 hours are suggestive enough of the famous policy of the authorities to which this journal has so earnestly directed public opinion. Instead of being finished, this fatal epidemic, is likely enough only in its infancy.

#### SCARCITY OF CHAIRS.

July 18.—Throughout yesterday afternoon the greatest difficulty was experienced by persons desirous of engaging public chairs; this morning there were none at all to be had for love or money and it was generally rumoured that the coolies had resolved on an organised strike. Enquiries, however, revealed the fact that the coolies have, whether judiciously or otherwise at this particular time may be a matter of opinion, been investigating the matter of guarantees and the whereabouts of the necessary guarantors. A great number of the latter have "cleared" from Hongkong on account of the plague.

#### THE HONGKONG AND SHANGHAI BANK.

July 19.—We learn that subject to audit, the Directors of the Hongkong and Shanghai Bank propose at the forthcoming meeting to declare a dividend for the half year of £1 per share, place \$300,000 to the credit of Reserve Fund and carry forward to next half year \$126,460.04. This must be regarded as an eminently satisfactory result considering the frightful condition of trade in the Far East since the beginning of this year.

#### AN OLD STORY.

July 20.—Jones.—Which is the best paved street in Hongkong?

Old Soak.—The one where the P.W.D. officials reside.

### THE FRENCH "AT HOME."

The Committee in charge of the celebration of the French National holiday in Hongkong wishes to remind the general public of the "At Home" to be held at Hongkong Hotel on Monday afternoon. There will be no personal invitations, only this general invitation, which is extended to all the friends of the French community. The usual official reception at the French Consulate will not take place, but will be replaced by this "At Home" of the whole French community in the more informal form of a reception and *Thé Donsant*. The Hongkong Hotel orchestra will supply music. The French community, will thus on 14th July (the official "Peace Day" in France) express its appreciation of the hospitality received in this Colony, as well as of the sympathy shown to France by Hongkong during the war.

#### NEW FRENCH GAMBLING LAWS.

The Senate again discussed recently the Bill dealing with the new regulations for casinos and gambling houses. It has been decided that no gambling establishment shall be permitted within 60 miles of Paris. Consequently the casino at Enghien will not be allowed to reopen.

### PEACE CELEBRATIONS.

#### THE FISH LANTERN PROCESSION.

We are now in a position to give approximately the route to be taken by the fish lantern procession, as at present arranged, although it is subject to alteration. Starting from the Racecourse, at 8 p.m. on Saturday, 19th inst., the procession will pass along Wanchai road to No. 2 Police Station, turn up to Queen's Road East, pass the Wanchai Market, then proceed to the City Hall, turning down to Des Voeux Road. Thence it will turn along Chater Road, from Watson's Dispensary to Butterfield and Swire's office, then to the Praya and straight along to Wing Lok Wharf. The procession will pass along Wing Lok Street, west to east, and then out to Des Voeux Road to the Post Office. Thence it will proceed through Pedder Street to Queen's Road Central, along the Fire Brigade Station (No. 5 Police Station) and turn down to Bonham Strand and Bonham Strand West. Coming out in Des Voeux Road, West it will then proceed through Centre Street to Queen's Road West, returning along that thoroughfare past the Ko Shing Theatre to the Fire Brigade Station, where it turns up to Wellington Street, descending thence again to Queen's Road Central through D'Aguiar Street. From there it proceeds straight along to Arsenal Street and Praya East returning to the Racecourse through Morrison Hill Road. The subjects for the tableaux in this procession have not been definitely decided upon. They are being arranged in Canton and the description of them, with a brief history explaining their significance, will probably be supplied later, though it is not expected it will come in time for inclusion in the official programme. The Street Decoration Committee advises that 28 triumphal arches are being erected in Hongkong, each with two shields, bearing the names of notable Generals and Admirals respectively.

#### LICENSING BOARD.

#### ANOTHER ELECTION.

It is notified that an election by the Justices of the Peace of a Justice of the Peace to serve on the Licensing Board from the 10th July to the 31st December, 1919, during the absence of Mr. Arthur Rylands Lowe, will take place in the Office of the Registrar of the Supreme Court on Monday, the 21st of July, commencing at 4 o'clock in the afternoon.

Every nomination must be personally handed in by the candidate or by his nominator or secondor not later than 4 o'clock on Wednesday, the 16th day of July, 1919.

The only persons entitled to vote at the election are the Justices of the Peace.

Voting will commence at 4 p.m. and continue until 5.30 p.m. when the ballot-box will be closed.

#### JUNE WEATHER.

#### ABNORMAL HEAT.

Meteorological observations made at the Royal Observatory, Hongkong, show that the average maximum temperature during June was 87°. The highest point reached was 90.6° on the 26th. There were 10.81 inches of rain and 223.5 hours of sunshine, whilst the average humidity was 83°. The mean maximum temperature for the month has been exceeded on only two occasions, namely, in 1906 and 1911, when it was 87.2°. The mean minimum, 79.4, has been exceeded on only one occasion, namely, in 1911, when it was 79.7°. The absolute minimum, 76.2, was the highest on record. The mean vapour tension, 0 in 92, was equal to the previous highest on record.

#### THE CHANNEL TUNNEL.

#### Overheard on the last ferry to Kowloon.

Jones.—Shay ole chap, I shes by the Telegraph they are goin' to make that Channel Tunnel at last.

Smith.—Whash that? You mean the Tunnel Channel.

Jones.—Thash ri; the Tunnel Channel.

Smith.—Wash matter with you? It's the Channel Tunnel.

Jones.—I know what I'm speaking about all ri; it's the Tunnel Channel.

Smith.—Oh, all ri; havi' your own way. I don't care a tinker's one whether they have a Tunnel Channel or not, but what about the Hong-kong to Kow-

hio—loon Tunnel?

### TO-DAY'S MISCELLANY.

The oldest of all newspapers appears in Peking, (says the *London Daily News*) where the *Journalists' Association* has passed a resolution asking their European confreres to devote more attention to Chinese affairs. The *Peking Gazette*, founded in A.D. 1601, was for a long time the only journal allowed to be published in China, but within the last 60 years a number of others have been established. Ly Chacang, a Chinese mandarin, in an account of the journalism of his native country, says that in no other country are newspapers treated so respectfully as in China, where all the children are trained to venerate anything in the shape of printed matter.

Have Treasury notes made the work of the pickpocket more difficult? The theft of a bulky pocket-case in an inside pocket would seem to be a simple matter compared with the taking of a small sovereign purse tucked away in the waistcoat pocket, but the fact remains that Scotland Yard have not had so many cases of pocket-picking recently as a few years ago. The child thief has almost entirely gone, and the "game" is now practically confined to small gangs of young men who make their harvest in London crowds. Burglary and theft are more scientific to-day than ever before. The motor-car thief is usually an expert engineer; cloth, fur, cigar and wine thieves have improved themselves to be connoisseurs and safebreakers know the qualities of such dangerous materials as gelignite.

There is a possibility of the United States not being in a position to enforce a national prohibition on July 1st. Mr. Roger, head of the Government's Internal Revenue Bureau, declares that there is no provision in the law as passed by Congress, so to have prohibition as a wartime measure shall be made effective. Its enforcement is automatically left to the prosecutions by the Department of Justice. It is suggested that influence will be brought to bear on Mr. Wilson to issue a proclamation declaring that the demobilisation of the American Army is completed. This would automatically prevent prohibition becoming effective on July 1st, and would postpone the "bone dry" era until January 16th, 1920, when America becomes permanently a prohibition country through the action of the recent constitutional amendment unless, of course, the strong opposition now developing should cause the amendment to be quashed.

May 27th was the hundredth anniversary of the birth of Julia Ward Howe, who in 1861 wrote the Battle Hymn of the Republic as a more appropriate marching song for the Union armies than "John Brown's Body," in which they, and their successors of the great war, took such incurable delight. Mrs. Howe composed the verses in the sub-consciousness of waking the morning after she had been joining in the soldiers' Hallelujah Chorus at Washington. The hymn made no special stir when published in the "Atlantic Monthly," three months later, but it speedily conquered the country. Mrs. Howe in later years was an amazingly vigorous evangelist of reform. She wrote, lectured, and preached—became, indeed, the incarnation of the distinctive Boston spirit. Hardly an American writer of the century could rhyme with greater facility. She was well known to a wide circle in London. Her death at 91 marked the passing of the old Boston group.

A sign not only of returning peace, but of the present rural prosperity, is the revival at Oxford of the Bampton Lectures. Before the war they had been suspended in alternate years on account of agricultural depression, the lecturer's stipend being derived from the rent of a Wiltshire farm. This famous foundation has for its purpose the defence of the Christian religion and the refutation of heresies, but the Bampton lecturers have been responsible for some rather heterodox utterances. Among such are the discourses of Bishop Hampden, against which the Tractarians protested; of Mansel, which Herbert Spencer, in "First Principles," cited as containing the essential principle of agnosticism; and of Dr. Hatch, whom Addison summed up as "holding heresy." A familiar Oxford legend relates that an old Reformer Bodell used to boast that he had attended Bampton lectures officially for 50 years, and thanked God he was still a Christian.



NOTICES

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THE GERMAN PROTEST.

SCENES IN BERLIN.

Mr. George Young, the Berlin correspondent of the London Daily News, describes a visit to a meeting in Berlin summoned to protest against the peace terms. The meeting was held at the Circus Busch—which is described as a very dingy and dilapidated circus. The correspondent writes:—

As we come in Freiherr von Richthofen is perorating a sort of commination service, each verse of which is received with a loud response. The Paris Conference is worse than the Congress of Vienna (aah). France is outrageous and robbing Germany when wounded and a prisoner (aah). But not a yard of German soil shall be surrendered without consent of its population (aah). Germany can be dissected alive, but England will be disgraced and America dishonoured (aah), and a time will come when such outrages will find their retribution (aah). A roar of applause which rouses the wild beasts in their dens, so that they roar in unison. The Paris diplomats have at last succeeded in stirring up again the weary wolves of war where they were lying licking their wounds.

But then, like a thin trickle of cold water into a boiling pot, comes the aged, anxious voice of the patriarchal Bernstein. He begins by reading the resolution of the Berne Conference; but we are here to attack the Paris Conference, and get restless, shouting "Zur Sache" (come to the point). He speaks of the fair-mindedness of the British delegates there, trade unionists as well as independents, and concludes that England as a people wishes to be fair to Germany; this can even be seen in developments at Paris. But we don't share this optimism—Blodsinn (bosh), is about the mildest of our interjections. But Bernstein, nothing daunted, maintains that if Germans bring facts before the English the English will be fair. "Quite true," shouts an elderly man near by. "What do you know about it?" cries a youth some rows away. "I have been longer in England than you have in the world, Lausbub," retorts the man.

"TOO LATE." Bernstein again becomes audible, talking about Alsace Lorraine.

THE GAG.

(Instructions have been given to all commanding officers in the Army to note among their subordinates any shortness of temper, and to mention the same in reports.)

Ye youths, from Sandhurst or the Shop,  
If in the Army you wish to stop,  
Attend, I pray, to what I say,  
And guard your tempers day by day.  
A lurid moment now and then  
May wreck the career of the finest men.

Oh, be careful.  
Oh, my young friends, do be careful.  
Oh, be careful,  
In speaking to the men.

If Private Jones declines to stir  
At the word of command of his officer,  
Oh, see that oaths of no sort or shape  
From your wrathful lips are allowed to escape,  
Suppress your feelings, and try to learn  
To be a contented subaltern.

Oh, be careful.  
Oh, my young friend, do be careful.  
Oh, be careful,  
In speaking to the men.

P.G. Wodehouse in the Globe

IMPERIAL PREFERENCE.

HOW ENTERPRISE IN JAPAN  
MAY BE AFFECTED.

The effect of Imperial Preference on British enterprise in the Netherlands East Indies is the subject of a letter which has been sent to the Chancellor of the Exchequer by the heads of British firms interested in that region. The letter points out that in the event of higher Customs duties being levied on produce imported from the Netherlands East Indies, "British traders operating in those islands will be faced by difficulties which will undoubtedly adversely affect them." The categories of enterprise thus concerned are summarised as follows:—

(1) Companies which own estates in the Netherlands East Indies.

(2) British firms which concern themselves with the export of Netherlands East Indies produce.

(3) British firms in London which are interested in marketing this produce.

(4) British commerce, shipping, and trade generally.

"In the first place, the estates (both British-owned and Dutch-owned) operating in those Dutch colonies will—if the tariff has any result—find it difficult to market their produce in the markets of the United Kingdom, and will consequently be forced to find markets in other countries—namely, the United States and Germany—and as a result Netherlands India will be driven to procure from these countries its supply of manufactured articles. American and German financiers, bankers and insurance will follow, and the position of British interests in these important branches of trade will decay. Nor can it be doubted that if German trade with Netherlands India grows, while British trade diminishes, German political influence in Holland will grow, to the detriment of British interest.

"It is to be foreseen that Dutch commercial men and Government officials in the Netherlands East Indies will resist a policy which will not permit them to export their produce freely to British markets. It is to be feared that they may take up a hostile attitude and that they may, therefore, pursue the policy of seeking to further improve direct trade relations between Holland and the East, by no longer giving British enterprise the fairplay which it has hitherto received, and by encouraging as much as possible their trade with other Powers which are already strong competitors with us."

The Chancellor of the Exchequer, in reply, says "that he does not think he can usefully add to the exposition of the policy of his Majesty's Government, which he has given in the House of Commons."

THE PRICE OF JAPANESE BEER.

Three Japanese Beer Companies, namely, the Dai Nippon, the Kabuto, and the Kirin, have raised the price of beer from the 20th ult. by Y3 per case, containing four dozen big bottles, and by Y1.50 per case containing four dozen small bottles.

reaction. After the Finance Minister Schiffer has welcomed our quite unobjectionable resolution from a balcony of the Reichskassei, a young officer suddenly appears in another balcony waving a black, white, and red flag, adjuring us to swear loyalty to it. We are prepared to swear anything by now without much bothering what it is, and find ourselves being moved along towards the Tiergarten.

As we pass the British Embassy suddenly the officers' procession begins to shout and wave to a flabby-faced portly person bowing and smiling on the kerb. Ludendorff! By the undying jingo! Well what next? Then to Bismarck's statue where officers offer tributes of rhetoric and wreaths, and finally a schoolboy, climbing the pedestal, calls for cheers for the Kaiser, while a claque below start up "Heil Dir im Siegerkranz." But this is a bit too much for the bystanders. "Where's your Kaiser? Where's your victory?" shouts one. "You give us the Kaiser," growls a soldier behind me, "and we'll give him a wreath all right—round his neck, and pulled tight."

Well, the German dynasties exploited Luther and his Protestant movement. I doubt they will succeed in exploiting the national Protestants of Germany, who are revolting against the inflexible autocracies of the Kaiser.

NOTICES

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HONGKONG TRADE.

CHAMBER OF COMMERCE  
REPORT.

The fortnightly Price Current and Market Report, published by the Hongkong General Chamber of Commerce, dated July 10, states:—

Cotton piece goods and fancy cotton goods.—We have to record another active period. The big cotton strike in Lancashire has put an end to further operations at present.

Cotton yarn.—The scarcity of supplies restricted operations; hence a limited business was done. Values continue soaring upwards and advances of \$5.10 per bale have to be recorded. Quotations are—No. 10s at \$220/250. No. 12s at \$232/255. No. 16s at \$270/285. No. 20s at \$285/320. Arrivals nil. Sales 1,500 bales. Shipments 300 bales. Unsold stock—2,000 bales. Bargains 20,000 bales.

Woolens.—Market firming up. A few sales are reported from stocks. Clearances of army cloth etc. have been made and shipped to Shanghai.

Raw Cottons.—No arrivals and nothing doing. Quotations are nominal. Indian descriptions \$44.50/56. Chinese staple \$46/58.

Flour Market Report.—Stocks.—About 200,000 sacks. Quotations—American Patent \$3.80 per sack; Shanghai Flour 2nd \$2.90 per sack; Australia No. 1 \$3.00 No. 2 \$2.70 per sack. Metals.—No business. Coal.—No business. Sugar.—Market firming up.

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NEW TERRITORIALS.

Mr. Forster, for the War Office, informed Col. Burn in the Commons recently that the present intention was to reconstruct the Territorial Force on its pre-war basis. Under that organisation the Territorial Force consisted of fourteen divisions, composed of units of artillery, engineers, infantry, R. & S.C. and R.A.M.C. There were 14 mounted brigades and coast defence troops. In a further reply, Mr. Forster said that due notice papers and attestation forms were now being prepared for the Territorial Force, and attestation forms could be signed as forms were provided. Attestation forms would date from Nov. 1, but registration of names could be carried out at any time.

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Empress of Japan	Aug. 20	Sept. 10
Empress of Russia	Sept. 4	Sept. 22
Monteagle	Oct. 7	Nov. 1
Empress of Asia	Oct. 2	Oct. 20
Empress of Japan	Oct. 16	Nov. 6
Empress of Russia	Oct. 30	Nov. 17
Monteagle	Dec. 16	Jan. 9
Empress of Asia	Nov. 27	Dec. 15
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Empress of Russia	Dec. 25	Jan. 12

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NEW YORK &amp; HAVANA via Kobe, Yokohama, Muroran, San

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TOTOMI MARU Friday, 25th July.

CALCUTTA &amp; RANGOON via Singapore &amp; Penang.

CALCUTTA MARU Saturday, 19th July.

JAPAN PORTS—Nagasaki, Kobe &amp; Yokohama.

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## SHIPPING NEWS.

## TONNAGE MEASUREMENT.

Attention was drawn by Mr. A. T. Wall, in a paper before the Institution of Naval Architects, to some effects of recent legislation and modern machinery in tonnage measurement. He pointed out that although the principle of measuring the actual earning space of a ship is adopted in all maritime countries, there are many variations in details which give the same ship very different tonnage under different rules. Gross tonnages do not vary very greatly except on account of the exemption for shelter deck and certain superstructure spaces as allowed under British rules, but this causes very different values, for instance between American and British measurements. The allowances for net tonnage are very varied, the particular rule adopted for propelling space deduction having most effect. There are however, many other differences which cannot be justified. The British law for propelling space allowance provides that when the tonnage of the space solely occupied by and necessary for the working of the boilers and machinery is above 13 per cent. and under 20 per cent. of the gross tonnage, the deduction shall be 32 one-hundredths of the gross tonnage. If the space does not lie between these limits the deduction is 13 1/2 times the actual space. This rule was adopted in 1854, when tank boilers and reciprocating engines were the principal power units and coal the main fuel. Since then, and especially during the last 10 years, great advances have been made, and modern machinery such as geared turbines, water-tube boilers, oil engines, electric transmission and oil-fired boilers, frequently occupied less than 13 per cent. of the gross tonnage. The result is a considerable increase in net tonnage. There is, of course, some gain in cargo space, but it is not proportional. In the case of a 600 ft. intermediate passenger and cargo steamer, with oil-fired water-tube boilers and double-reduction geared turbines, the gain in cargo space would be 6 per cent. and the increase in net tonnage, 36 per cent. with an estimated annual loss of revenue of £4,000. The progressive shipowner who adopts modern machinery will therefore generally lose money through paying high tonnage dues abroad as well as at home. Matters would be made more equitable if ships with propelling spaces not exceeding 13 per cent. of the gross tonnage, instead of having the 32 per cent. deduction, were allowed a deduction of the same percentage of 32 as the actual propelling space is of 13 per cent. For example, a ship with 10 per cent. propelling space would have a deduction of 10/13 X 32, or 24.6 per cent. instead of 17.5 per cent. as under the present rules. The ship just referred to would then lose practically nothing as compared with the same vessel fitted with the old type of machinery.

## MADRAS HARBOUR.

The Hon. Sir Francis J. E. Spring, K.C.I.E., M.A., C.E., etc., before retiring to the "Homeland" from the Engineer-Chairmanship of the Madras Port Trust, published an account of the work he had accomplished during the 15 years 1904-1919. Sir Francis Spring was born on the 20th January, 1849. He came out to India and joined the Public Works Department as a Stanley Engineer in 1871, when 21 1/2 years of age, and retired from Government service in 1904 under the 55 years' rule, having served for 33 1/2 years and made a name for himself as one of the foremost engineers in India. Prior to his retirement from the Indian Public Works Department, he was offered the Chairmanship of the Madras Port Trust by the Madras Government, and entered on the duties of this new office on the 6th February, 1904, and later combined these duties with those of Chief Engineer to the Trust on the 3rd November, 1905. When Sir Francis Spring first took over the Madras Harbour, he told the members of the Madras Port Trust plainly that what they had got was as much suited to the trade of Madras as the open roadstead and the old ocean pier. His task during the last 15 years has been the gigantic scheme of reconstructing and remodelling the Madras Harbour, so as to make it one of the most up-to-date, safest, and quickest in the East, instead of what it had hitherto been, a mere fair-weather harbour, dangerous at certain seasons of the year and one of the slowest in dealing with cargo.

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MANILA, CEBU & ILOILO	Taming	14th July at 5 p.m.
HONGKONG	Hongchow	15th July at 11 a.m.
SHANGHAI	Sinkiang	15th July at noon
SHANGHAI	Suiyang	17th July at noon
SHANGHAI & TSINGTAO	Chenan	20th July at 8 p.m.
SHANGHAI	Yuan	22nd July at noon

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Tjiuwong	Java	28th July	3rd Aug.	Japan

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(Occupying 9 to 10 days.)

Steamships	Captain	Leaving
Quinnebaug	Medina	TUES. 15th July at 11 a.m.
Haihong	J. W. Evans	FRI. 18th July at 1 p.m.
Haitan	A. H. Stewart	TUES. 22nd July at 1 p.m.

Arrivals and Departures from the Company's Wharf (near Blake Pier).

For Freight and Passage, apply to

Douglas Lapraik & Co., General Managers.

## INDO-CHINA STEAM NAVIGATION CO., LTD.

Projected Sailings from Hongkong, (Subject to Alteration).

For	Steamship	On
SHANGHAI	Wingsang	Sun. 13th July at 8 p.m.
HAIPHONG	Lokang	Wed. 16th July at 8 a.m.
SANDAKAN	Hinsang	Wed. 16th July at noon
TIENSIN	Cheongshing	Fri. 18th July at 11 a.m.
MANILA	Yensang	Fri. 18th July at 3 p.m.
STRAITS & Calcutta	Chaksang	Fri. 18th July at 3 p.m.
SHANGHAI	Choysang	Sat. 19th July at 8 p.m.
MANILA	Loongsang	Fri. 25th July at 3 p.m.

Calcutta Line.—This line has now been re-organized and affords regular sailings to Calcutta via Singapore and Penang.

All steamers have excellent passenger accommodation, are fitted with Electric Light and Fans and carry a fully qualified Surgeon.

SHANGHAI LINE.—Sailings approximately every five days between Canton and Shanghai, sometimes sailing at Swatow. Steamers on this line have a limited amount of passenger accommodation, and through tickets can be obtained for Northern and Western Ports via Shanghai, through bills of lading are issued to all Northern and Western Ports.

MANILA LINE.—A weekly service is maintained with Manila by vessels with good passenger accommodation, sailings from both ports every Friday.

HAIPHONG LINE.—Sailings approximately weekly for passengers and cargo, sailing at Swatow and Saigon.

BORNEO LINE.—One sailing per month between Hongkong and Sandakan by a steamer having good accommodation for passengers.

Cargo taken on through bills of lading for Kuala Lumpur, Labuan, Tawau and Lahad Dato. TIENSIN LINE.—A regular service is run from March to October between Hongkong and Tientsin sailing at Swatow and Chien.

Under Straits Government Passport Regulations.

All European Passengers, leaving the Colony for Straits Settlement, are required to produce on arrival at destination passports with their Photographs and description affixed thereto.

For Freight or passage, apply to

JARDINE MATHESON & CO., LTD.  
Telephone No. 215. General Managers.

## THE EASTERN &amp; AUSTRALIAN STEAMSHIP CO., LTD.

REGULAR SAILINGS OF MAIL STEAMERS FROM HONGKONG TO AUSTRALIAN PORTS.

Steamers	For	Will be despatched
"ST. ALBANS"	Sydney, via Queensland Ports	9th Aug. 11 a.m.
"EASTERN"	Melbourne, via Queensland Ports	26th Aug. 11 a.m.

The above steamers have excellent accommodation for First and Second Cabin Passengers, having been built expressly for Tropical Voyages, and are complete with every modern convenience for Ocean Travelling.

A duly qualified Surgeon and Stewardess are carried on each vessel.

For Passage Rates and Further Particulars apply to:

GIBB, LIVINGSTON & CO. AGENTS.



# PICTORIAL SUPPLEMENT.



Photo: Tokyo Asahi Shimbun.

Unveiling of bronze statue of the late Danjuro Ichikawa, Japan's greatest actor.



Photo: Topical Press.

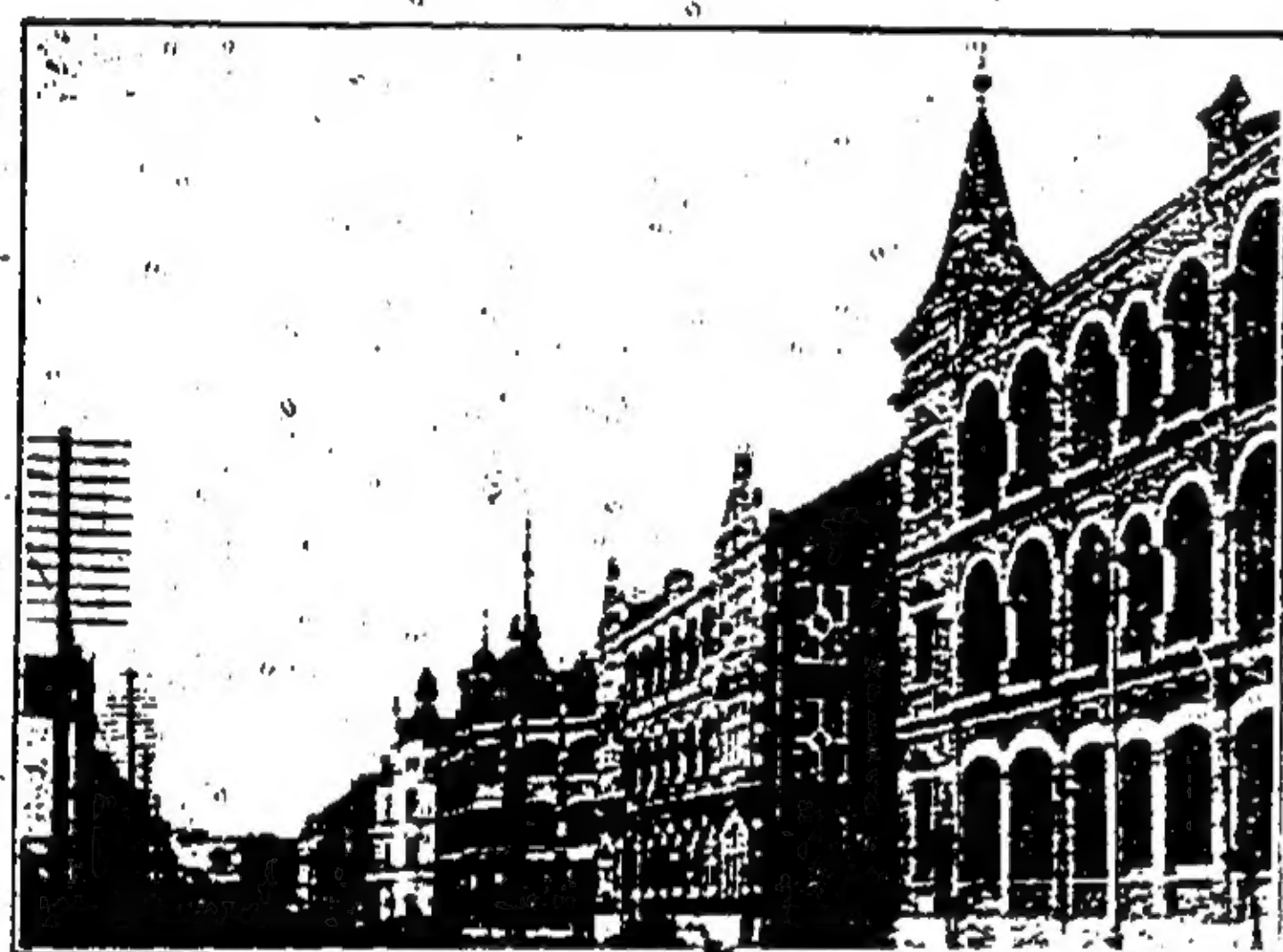
VICTORY LOAN SCENE IN WASHINGTON.

Miss Billie Burke, the well-known actress, sold her first Victory Loan Bond to Rear Admiral Sims, and the second to Burke Edwards, her namesake.



Photo: Tokyo Asahi Shimbun.

Miss Kikuye Horikoshi, granddaughter of the late Danjuro Ichikawa, the unveiling of a statue to whom is shown in another picture.



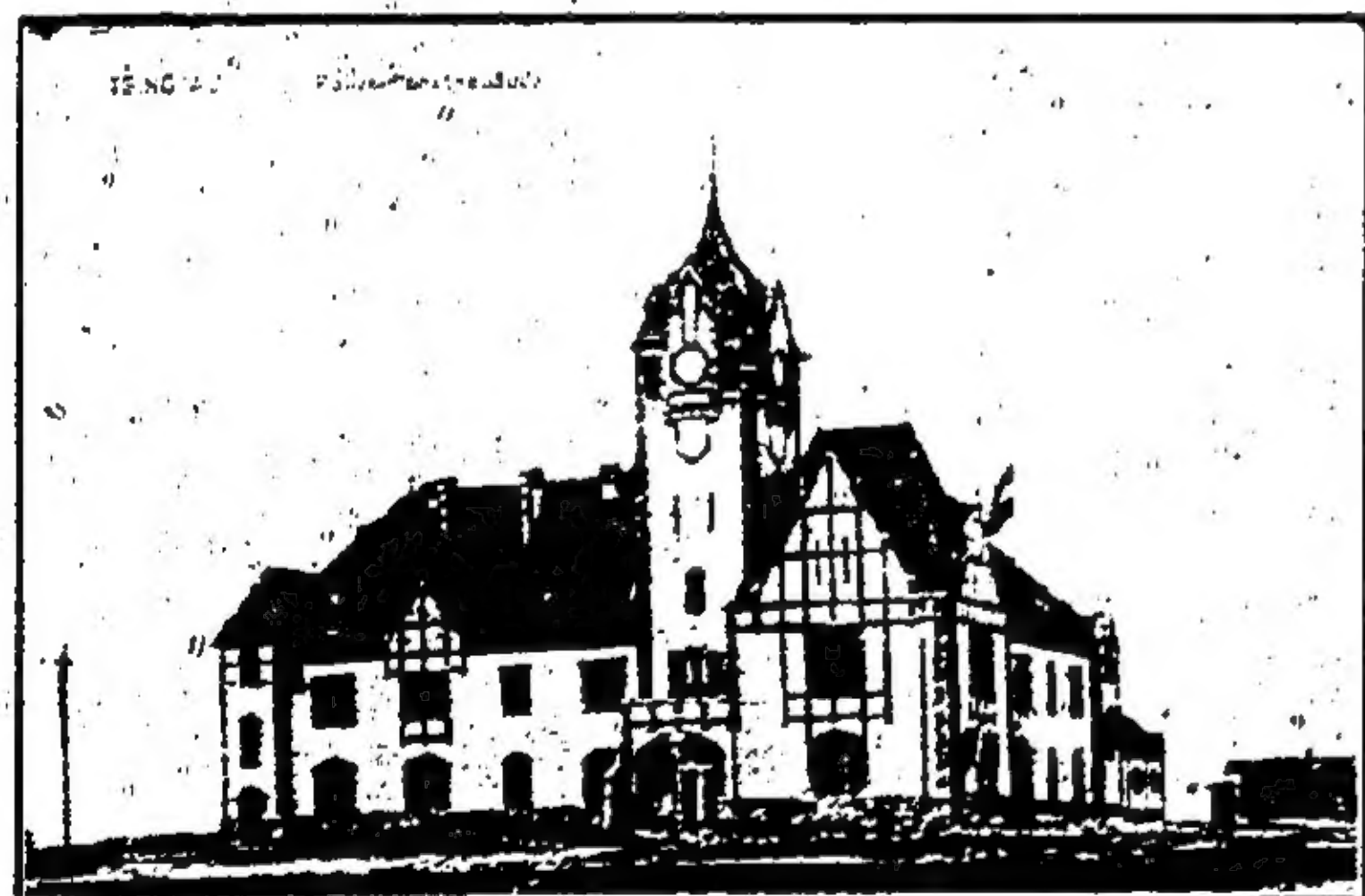
Typical Buildings in Sagamachi, formerly Prinz Heinrich Street.

## TSINGTAU—ITS STREETS & BUILDINGS.

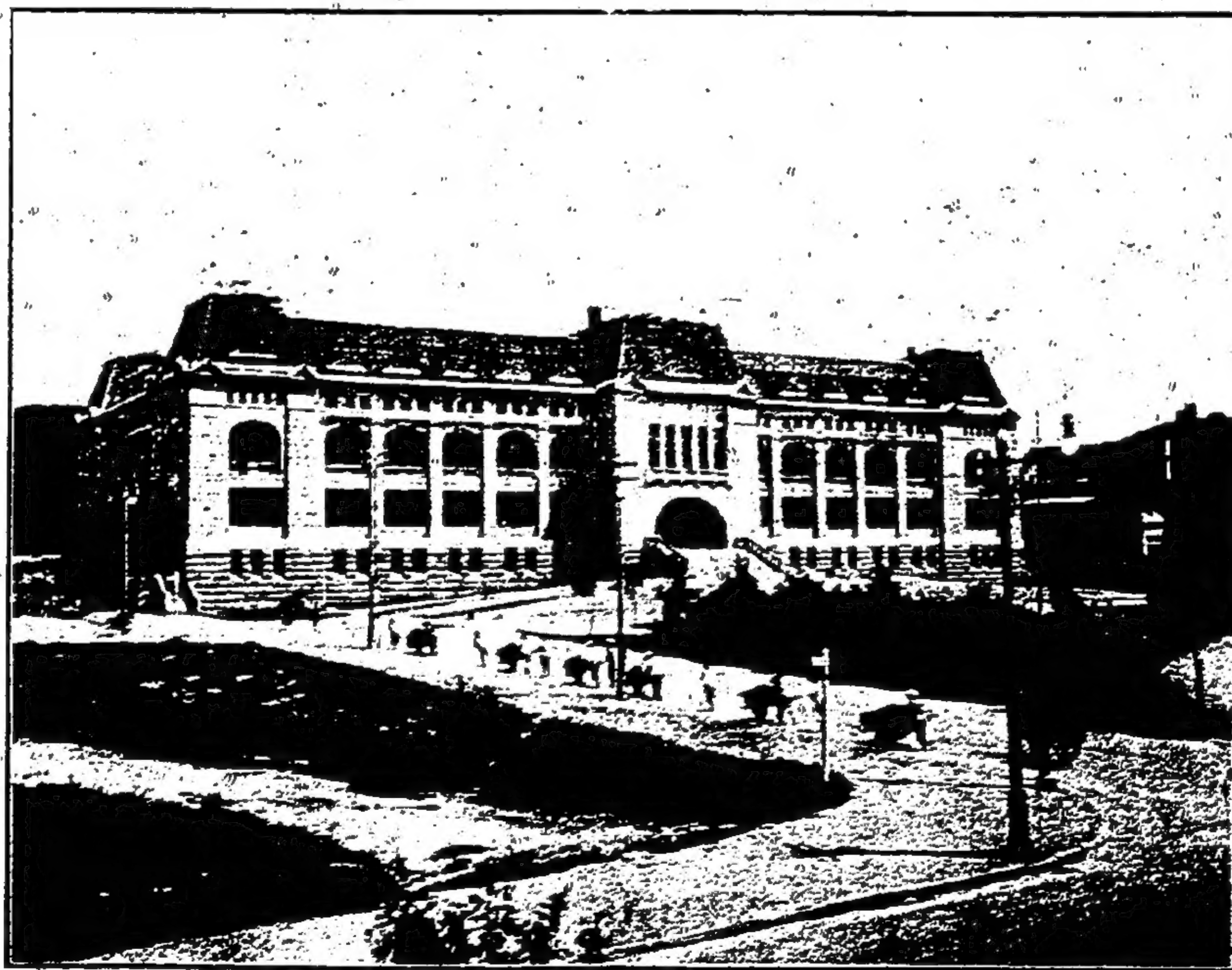
(Photos: Far Eastern Review).



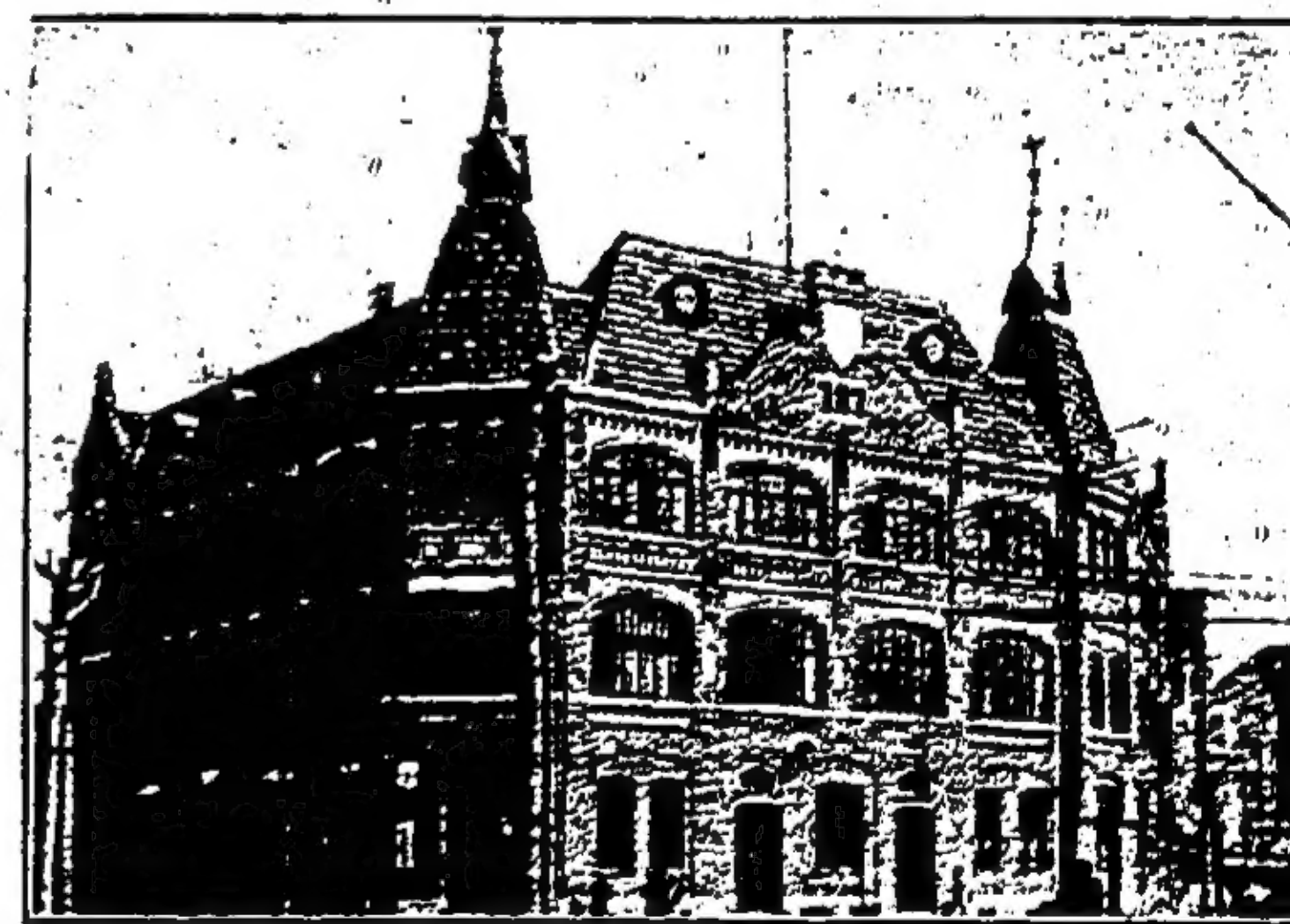
THE CUSTOM HOUSE.



Police Headquarters under German Administration.



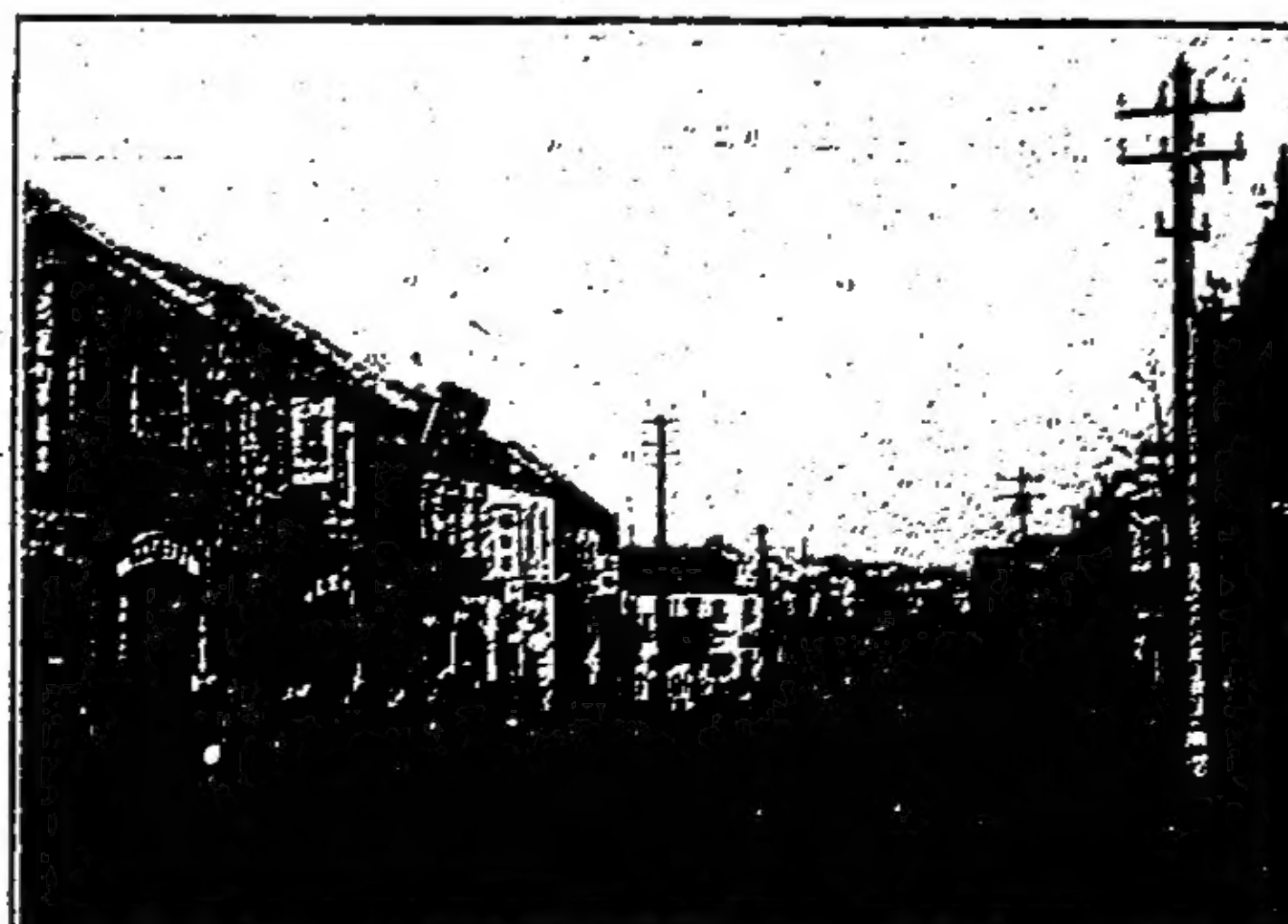
THE GOVERNMENT BUILDING.



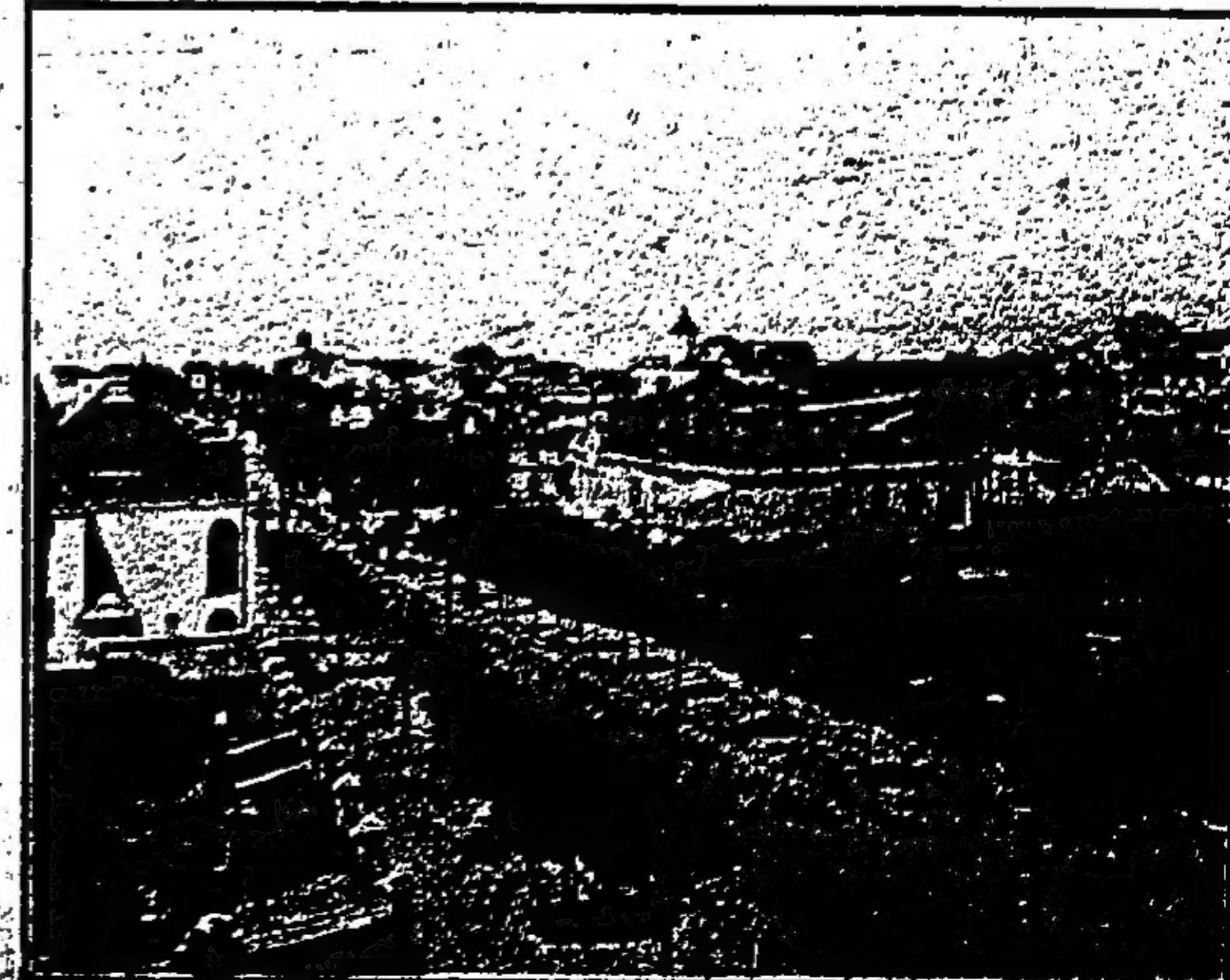
THE FORMER GERMAN POST OFFICE.



Types of Tsingtau Buildings—Post Office in foreground



Shantung Street—The main Chinese business street



Irene Road—A Tsingtau thoroughfare



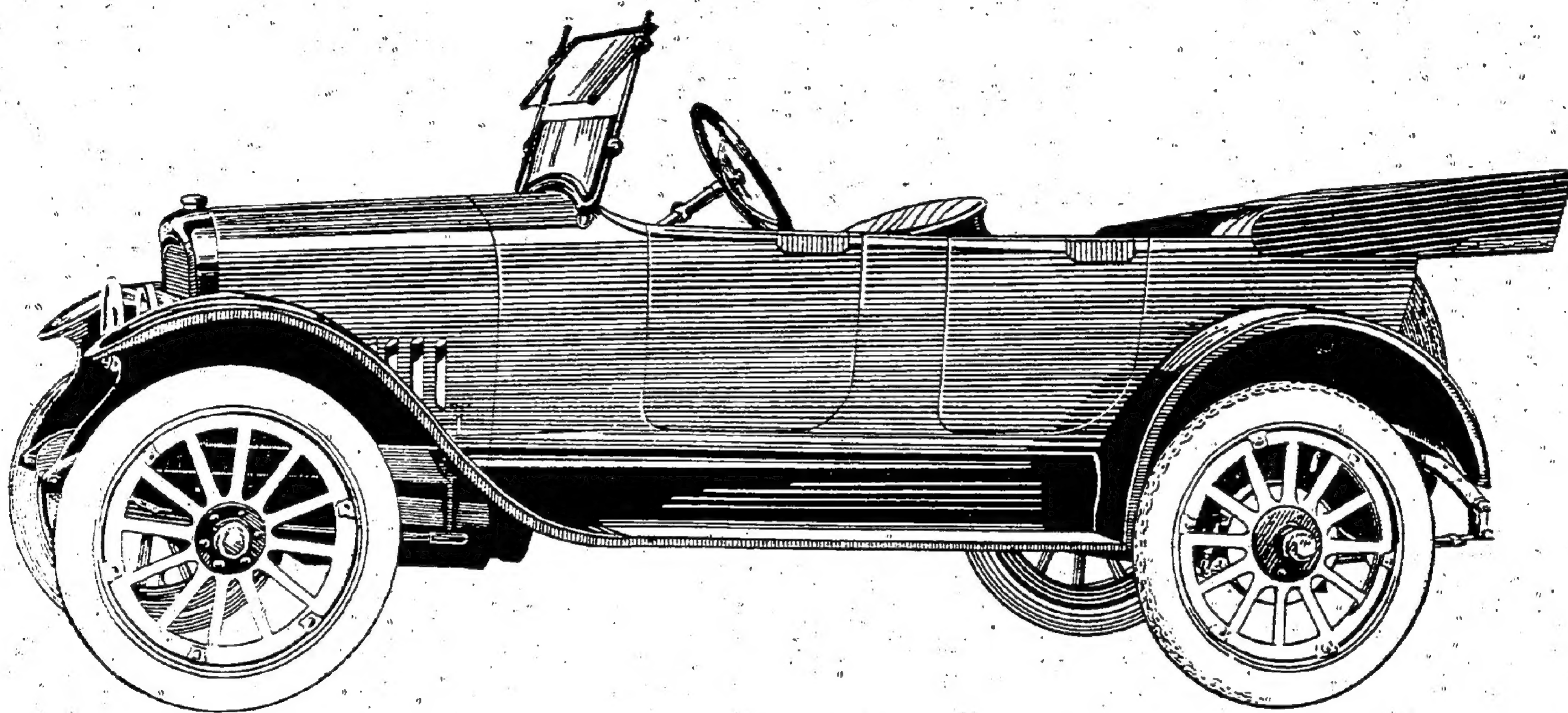
The

# ALLEN

New Series 41

Five Passenger

Touring Car.



WHEREVER reliable motor cars are demanded—in country and city—the Allen is the ideal car. It provides necessary all-around business and family service at least cost.

The Allen Model 41 is piling up a wonderful record—a record of satisfaction to owner; a record of dealer friendship that has withstood the hardest of present trade conditions.

Always ready, attractive, comfortable and easy of control, no other five-passenger cars in the moderate price class offer so much true worth.

**GERIN, DREVARD & CO.**

4TH FLOOR HOTEL MANSIONS.



## SHIPPING.

## O. S. K.

## OSAKA SHOSHEN KAISHA.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.  
LONDON & ANTWERP—Monthly direct service via Singapore and Port Said.

"AMAZON MARU" ... End of July.  
"ALTAI MARU" ... Middle of August.  
GENOA & BOMBAY—Monthly service. Taking cargo on through Bills of Lading with transshipment at Bombay to Co.'s steamer.

"SAIGON MARU" ... Tuesday, 15th July.  
"INDUS MARU" ... Friday, 25th July.  
BUENOS AIRES—Rio de Janeiro, Santos, Mauritius, Durban and Cape Town via Singapore.

"HAWAII MARU" ... Sunday, 15th July.  
BOMBAY & COLOMBO—Regular fortnightly service via Spore.  
"SAIGON MARU" ... Tuesday, 15th July.  
"INDUS MARU" ... Friday, 25th July.

SAIGON, BANGKOK & SINGAPORE—Regular Monthly Service.  
"SHISEN MARU" ... Saturday, 12th July.

SYDNEY & MELBOURNE—Monthly service calling at AUSTRALIAN PORTS, N. Z. and ADELAIDE.

"KOHISO MARU" ... Wednesday, 16th July.  
VICTORIA & VANCOUVER—Tacoma via Manila, Keelung, Shanghai, Nagasaki, Moji, Kobe, Yokkaichi & Yokohama.

"ARABIA MARU" ... Tuesday, 15th July.  
"MANILA MARU" ... Saturday, 19th July.

HAIPHONG—Three times a month service.

KEELUNG, TAKAO via SWATOW & AMOY—These steamers have excellent accommodation for 1st and 2nd class saloon passengers and will arrive at and depart from the O. S. K. wharf near the Harbour Office.

TAKAO via SWATOW & AMOY.

"SOSHU MARU" ... Thursday, 17th July.  
KEELUNG via WATOW & AMOY.

"KAJO MARU" ... Sunday, 13th July.  
JAPAN PORTS—Moji, Kobe, Yokkaichi & Yokohama.

For sailing dates and further particulars please apply to—  
Y. YASUDA, Manager.

Tel. No. 744 and 745 No. 1, Queen's Building.

## Y. K. K.

YAMASHITA KISEN KAISHA.  
(THE YAMASHITA STEAMSHIP CO., LTD.)

NANYO MARU No. 1  
NANYO MARU No. 2  
NANYO MARU No. 3  
SODECAURA MARU.  
KYODO MARU No. 13  
TAMON MARU No. 1  
ASOSAN MARU.  
CHEIAN MARU.

REGULAR SERVICE FOR  
FREIGHT BETWEEN

HONGKONG.

BANGKOK.

and/or

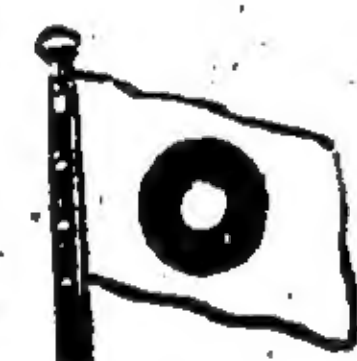
SINGAPORE.

For Particulars Please Apply to:—

M. KOBAYASHI, Agent.

Tel. No. 140 & 155.

Top Floor, King's Building.



## KUHARA SHOJI KAISHA, LTD.

KUHARA TRADING CO., LTD.

(Shipping Department).

HEAD OFFICE (Kobe).

Branches and Representatives:—

TOKYO, OSAKA, LONDON, NEW YORK, PARIS, ROME, BERLIN, PORT SAID, CALLAO, HAVANA, BOMBAY, CALCUTTA, COLOMBO, SINGAPORE, TAWAU, BANGKOK, SAIGON, VLADIVOSTOK, SHANGHAI and TAIPEI.

Taking Cargo on through Bills of Lading to Pacific Coast, Japan, China, India, Java, North and South America, also to Mediterranean.

SUBJECT TO ALTERATION WITHOUT NOTICE.

For further particulars apply to—

CHU KYOKU TRADING Co.,

M. HASHIMOTO,

Telephone No. 2108.

General Agents.

THE ADMIRAL LINE.  
PACIFIC STEAMSHIP CO.

TRANS-PACIFIC FREIGHT SERVICE.

Operating the following U. S. Shipping Board Steamers.

S.S. "WEST MUNHAM"

will be despatched on or about July 16th.

For SEATTLE, TACOMA, VICTORIA, VANCOUVER.

"WESTERN KNIGHT" ... About August 15th.

"ELDRIDGE" ... " 15th.

"WEST ISLAY" ... " Late August.

"HEPPBURN" ... " Middle Sept.

For PORTLAND direct.

"WEST CELINA" ... About August 15th.

THROUGH BILLS OF LADING ISSUED TO OVERLAND COMMON PORTS.

FOR FREIGHT AND PARTICULARS APPLY TO

THE ADMIRAL LINE.

JOHN J. GORMAN, GENERAL AGENT.

Telephone 2417, & 2478

5th Floor, Hotel Mansions.

## SHIPPING.

## THE DOLLAR S. S. LINE.

SAILINGS FROM HONGKONG FOR

## VANCOUVER

via MANILA & SHANGHAI

STEAMER "BESSIE DOLLAR" SAILING DATE.

FOR SAN FRANCISCO.

U. S. B. "CADARETTA" ... about 17th July.

"TANCRED" ... 30th July.

Through Bills of Lading issued to all parts of United States or Canada.

For particulars for freight apply to:—

THE ROBERT DOLLAR Co.

GENERAL POST OFFICE BUILDING. TEL. 795.

THIRD FLOOR " 792.

## VESSELS LOADING AND TO LOAD.

Destination.	Vessel's Name.	For Freight Apply To.	To be Despatched.
JAPAN AND COAST PORTS.			
Shanghai	Wingsang	J. M. Co.	13. July
Weihaiwei, Chefoo & Tientsin	Kueichow	B. & S.	13. July
Keelung via Swatow and Amoy	Kaijo M.	O. S. K.	13. July
Shanghai and Tsingtao	Kwan se	B. & S.	13. July
Shanghai	Dilwara	M. M. Co.	14. July
Seigon, Bangkok & Singapore	Shisen	O. S. K.	14. July
Manila, Cebu and Iloilo	Taming	B. & S.	14. July
Hongkong	Hanchow	B. & S.	15. July
Seigon	Saigon M.	O. S. K.	15. July
Swatow, Amoy and Foochow	Quinnaburg	O. L. Co.	15. July
Sydney and Melbourne	Kohso M.	O. S. K.	16. July
Hribong	Loksang	J. M. Co.	16. July
Sandakan	Hinseng	J. M. Co.	16. July
Shanghai	Suiyang	B. & S.	17. July
Tientsin	Cheongsang	J. M. Co.	18. July
Swatow, Amoy and Foochow	Hathong	D. L. Co.	18. July
Straits and Calcutta	Chaksang	J. M. Co.	18. July
Manila	Yuenang	J. M. Co.	18. July
Shanghai	Choyang	J. M. Co.	19. July
Shanghai	Sinkiang	B. & S.	19. July
Japan Ports	Ati M.	N. Y. K.	19. July
Calcutta via Ports	Calcutta M.	N. Y. K.	19. July
Java	Tjipanas	J.C.J. L.	19. July
Shanghai and Tsingtao	Chenan	B. & S.	20. July
Shanghai	Tean	B. & S.	22. July
Swatow, Amoy and Foochow	Haitan	D. L. Co.	22. July
Spore, Penang, Rangoon & Cebu	Japan	M. M. Co.	22. July
Shanghai	Tikani	J.C.J. L.	23. July
Java	Longsang	J. M. Co.	23. July
Bombay and Colombo	Tyibodas	J.C.J. L.	25. July
Bombay and Colombo	Indus M.	O. S. K.	25. July
Japan	Totomi M.	N. Y. K.	25. July
	Tjiliwong	J.C.J. L.	3. Aug.

## UNCLAIMED TELEGRAMS.

THE GREAT NORTHERN TELEGRAPH COMPANY, LTD.

Woolfshing, from Shanghai.

Admiral Rodgers Gunboat

General Alava, from Peking.

Liang Wang Chungwa Co., from Shanghai.

Everett, from Kobe.

Kanjiro Etc., s.s. Yokohama

Maru, from Osaka.

Mulle, Hongkong Hotel, from Nara.

Yahsang, from Hankow.

Tamkwonkai, from Shanghai.

Suiguan, Etc., from Amoy.

Leehonghin, from Amoy.

Cheng, from Shanghai.

Module, from Kobe.

Haunglaigh Jaucheng, from Takamatsu.

Liubarnard, from Shanghai.

T. KRING.

Act. Superintendent,

Hongkong July 11, 1919.

## EASTERN EXTENSION AUSTRALASIA &amp; CHINA TELEGRAPH CO.

List of Unclaimed Telegrams

lying in the E. E. Telegraph

Office at Hongkong:—

Coppoline, from Bombay.

Deligne, Hongkong Hotel,

from Saigon.

Dewyn Jr., Palace Hotel, from

Wellsvreden.

J. M. Greif Hongkong Hotel,

from San Francisco.

K. Baxter Hongkong Hotel,

from Vancouver.

Samuel Samuel & Co. from

London.

Snepe, from Singapore.

Thompson, c/o Hongkong and

Shanghai Bank, from New York.

Wright, c/o Postmaster, from

Calcutta retransmitted from

Singapore.

J. K. GIBSON,

Superintendent.

Hongkong, July 10, 1919.

## MOVEMENTS OF STEAMERS.

The N. Y. K. s.s. KAMO M. (European Line.) left London for this port via the Suez Canal on the 14th June, and is expected here on the 20th July.

The T. K. K. s.s. TENYO M. arrived at Yokohama June 28th and will sail July 1st, as per schedule, being due at this port July 14th.

The N. Y. K. s.s. AKI MARU (Australian Line.) left Sydney for this port via usual ports on the 28th June, and is expected here on the 18th July.

The T. K. K. s.s. SIBERIA M. arrived at Yokohama July 6th, and sails July 9th, being due at this port July 22nd.

The N. Y. K. s.s. MISHIMA M. (European Line.) left Kobe for this port via Moji and Shanghai on the 7th July and is expected here on the 16th July.

The N. Y. K. s.s. KAIFUKU M. (Bomday Line.) left Singapore for this port on the 9th July, and is expected here on the 16th July.

The M. M. s.s. DILWARA left Singapore for this port on the 8th instant with the outward English Mails, and is due here on the 13th instant at about 9 a.m.

The T. K. K. s.s. SHINYO M. sailed from San Francisco June 30th, as per schedule, and is due to arrive at this port on the 29th instant.

The T. K. K. s.s. TENYO M. arrived at Manila on July 10, and will sail for Hongkong on Saturday, being due at this port Monday morning, the 14th inst.

The N. Y. K. s.s. SHINGO M. (Calcutta Line.) left Singapore for this port on the 9th July, and is expected here on the 16th July.

## WATER RETURN.

Level and Storage of water in Reservoirs on July 1, 1919.

CITY AND HILL DISTRICT WATERWORKS LEVEL.

Type	1st. 1st. Below	1st. 1st. Below	2nd. 2nd. Below	2nd. 2nd. Below
Tyuan	114.00	114.00	114.00	114.00
Tyuan	114.00	114.00	114.00	114.00
Tyuan	114.00	114.00	114.00	114.00
Tyuan	114.00	114.00	114.00	114.00
Tyuan	114.00	114.00	114.00	114.00
Tyuan	114.00	114.00	114.00	114.00
Tyuan	114.00	114.00	114.00	114.00
Tyuan	114.00	114.00	114.00	114.00
Tyuan	114.00	114.00	114.00	114.00
Tyuan	114.00	114.00	114.00	114.00

STORAGE IN MILLIONS AND DECIMALS OF GALLONS.

Type	1st. 1st. Below	1st. 1st. Below	2nd. 2nd. Below	2nd. 2nd. Below
Tyuan	114.00	114.00	114.00	114.00
Tyuan	114.00	114.00	114.00	114.00
Tyuan	114.00	114.00	114.00	114.00
Tyuan	114.00	114.00	114.00	114.00
Tyuan	114.00	114.00	114.00	114.00
Tyuan	114.00	114.00	114.00	114.00
Tyuan	114.00	114.00	114.00	114.00
Tyuan	114.00	114.00	114.00	114.00
Tyuan	114.00	114.00	114.00	114.00
Tyuan	114.00	114.00	114.00	114.00

Consumption of water in the City and Hill Districts during the month of June.

Type	1st. 1st. Below	1st. 1st. Below	2nd. 2nd. Below	2nd. 2nd. Below
Tyuan	114.00	114.00	114.00	114.00
Tyuan	114.00	114.00	114.00	114.00
Tyuan	114.00	114.00	114.00	114.00
Tyuan	114.00	114.00	114.00	114.00
Tyuan	114.00	114.00	114.00	114.00
Tyuan	114.00	114.00	114.00	114.00
Tyuan	114.00	114.00	114.00	114.00
Tyuan	114.00	114.00	114.00	114.00
Tyuan	114.00	114.00	114.00	114.00
Tyuan	114.00	114.00	114.00	114.00

Consumption of water in the City and Hill Districts during the month of June.

Type	1st. 1st. Below	1st. 1st. Below	2nd. 2nd. Below	2nd. 2nd. Below
Tyuan	114.00	114.00	114.00	114.00
Tyuan	114.00	114.00	114.00	114.00
Tyuan	114.00	114.00	114.00	114.00
Tyuan	114.00	114.00	114.00	114.00
Tyuan	114.00	114.00	114.00	114.00
Tyuan	114.00	114.00	114.00	114.00
Tyuan	114.00	114.00	114.00	114.00
Tyuan	114.00	114.00	114.00	114.00
Tyuan	114.00	114.00	114.00	114.00
Tyuan	114.00	114.00	114.00	114.00

Consumption of water in the City and Hill Districts during the month of June.

Type	1st. 1st. Below	1st. 1st. Below	2nd. 2nd. Below	2nd. 2nd. Below
Tyuan	114.00	114.00	114.00	114.00
Tyuan	114.00	114.00	114.00	114.00
Tyuan	114.00	114.00	114.00	114.00
Tyuan	114.00	114.00	114.00	114.00
Tyuan	114.00	114.00	114.00	114.00
Tyuan	114.00	114.00	114.00	114.00
Tyuan	114.00	114.00	114.00	114.00
Tyuan	114.00	114.00	114.00	114.00
Tyuan	114.00	114.00	114.00	114.00
Tyuan	114.00	114.00	114.00	114.00

Consumption of water in the City and Hill Districts during the month of June.

Type	1st. 1st. Below	1st. 1st. Below	2nd. 2nd. Below	2nd. 2nd. Below
Tyuan	114.00	114.00	114.00	114.00
Tyuan	114.00	114.00	114.00	114.00
Tyuan	114.00	114.00	114.00	114.00



# JAPAN'S INTIMIDATION OF CHINA.

## BARON HAYASHI SPEAKS OUT.

Baron Hayashi, formerly Japanese Minister to China, and now Governor of Kwangtung, is always an interesting man to hear. He is by no means communicative by nature. In fact, he is one of the most difficult statesmen for the Press to gain access to when he is in no mood for conversation. Even when he is in a more sociable frame of mind, he is not ready with a flow of words, but he is singularly free from the disposition to conceal what is in his mind, a trait which is so common to diplomats such as he was. During his term of office as Minister to China, he often spoke quite critically of the diplomacy of the Government under which he was serving, and therefore it is no wonder that he should be less reserved in his utterances about Japan's policy towards China at the present time, when he holds a position which demands less discretion on his part than hitherto in dealing with such questions. As quoted in a Mukden dispatch to the *Mainichi*, the Baron attributes the present anti-Japanese commotion in China partly to self-seeking designs on the part of some Chinese politicians to assume power, and partly to the mistaken policy pursued by the Japanese Government towards China during the war. After stating with much assurance that nothing short of the appearance of a great statesman of real power can effect a unification of China, he goes on to say that as it is well-nigh impossible to look for the appearance of a statesman of such calibre under the present condition of China, it is important that the best statesman available should be placed at the helm of State, and that Japan should render assistance to the Cabinet in the settlement of the situation. The attitude hitherto assumed by the Japanese Government, however, is open to grave censure, because there was nothing like uniformity in the policies framed by the Cabinet in the past. Every Ministerial change brings about an alteration of the China policy. The Baron then takes strong exception to the mailed fist policy adopted by the Japanese Government in all dealings with China. He asks if there is any enterprise undertaken by the Japanese in China which is really welcomed by the Chinese. The reason why they are unfavourably received by the Chinese is because Japan's rights in China are exacted through intimidation against the will of that country. In spite of the open pledge she gave to the Powers that she would guarantee the peace of the East during the war, Japan went so far as to issue an ultimatum to China in the Sino-Japanese negotiations. Japan's policy towards China in the closing days of the Terauchi Ministry was so indiscreet that Baron Hayashi called the attention of the late Viscount Motono thereto. It nevertheless resulted in impairing Japan's credit in the eyes of the Powers as well as China. It is not his intention to indulge in abusive remarks, he says, but he thinks that Japan richly deserves the hostile feelings now manifesting themselves among the Chinese against her and her people. In conclusion, Baron Hayashi draws serious attention to the fact that Japan is now placed in the same isolated position internationally, as she was at the time of the Three Powers' intervention. If the Japanese are not sufficiently awake to this grim fact, and fail to make earnest efforts to improve the situation, the Sino-Japanese friendship, by which the Japanese set so much store, will be quite valueless.

## ONE-LEGGED CRICKETER.

The twin brothers Denton were in the Northamptonshire team which met Lancashire in the opening match of the season at Northampton last August. While serving with the Royal West Kent, in which he was a commission, he was wounded in July, 1917, that his legs had to be amputated. He has been battling in the difficulty in running, his right leg has not affected his batting, and he will probably be able to allow him to have a try. He will field in the Kent team, played by one of the best bowlers in the country.

# CHURCH SERVICES.

**ST. JOHN'S CATHEDRAL, HONGKONG.**—4th Sunday after Trinity, 13th July, 1919. Holy Communion (7.50 a.m.). Matins (11 a.m.). Responses: Ferial. Venite: Turle. Psalm: Woodward and Cooke. Te Deum: Russell, Jones and Fye. Benedictus: Langdon. Hymns: 270, 303. God Save the King. N.B.—Psalm 68, verses 1, 2, 4, 7, 8, 11, 12, 17, 18, 20, 26, 27, 32 & 33 in unison. Hymn 270, verses 1, 4 & 6 in unison. Hymn 301, verses 1, 3, 6 & 8 in unison. Litany (12 noon). Evensong (6 p.m.). Responses: Ferial. Psalm: Barnby and Turle. Middle Voluntary: Andante in D minor—W. G. Aleck. Magnificat: Turle (37th evening). Nunc Dimittis: Hayes (27th morning). Hymns: 282, 182, 27. Voluntary: Choral Prelude on "Abide with me"—C. H. H. Parry. N.B.—Psalm 69, verses 1, 2, 7, 8, 13, 14, 17, 18, 24, 25, 30, 31, 35 & 36 in unison. Hymn 282, verse 1 in unison. Hymn 162, verse 3 in unison. Hymn 27, verses 1 & 4 in unison.

**ST. ANDREW'S CHURCH, KOWLOON.**—13th July, 1919.—4th Sunday after Trinity. Holy Communion and Morning Prayer 11 a.m. Opening Voluntary. Responses: Ferial. Venite: Turle. Psalm: of the 13th Morning—LXVIII Crotch. Cooke, TeDeum: Lawes, Cooke and Hopkins. Benedictus: Troutbeck. Kyrie: Mendelssohn. Hymns: 5 (Tune 14), 280, 80 (A & M 223), 299, 579. Evening Prayer 6 p.m. Responses: Ferial. Psalm: of the 13th Evening—LXIX Barnby. Turle, Turle, Turle. Magnificat: Camidge (XXIVth Morning). Nunc Dimittis: Purcell. (XXVIIIth Evening). Hymns: 556, 276, 360, 20, 19. Vesper Hymn. Concluding Voluntary.

**UNION CHURCH KENNEDY ROAD.**—Sunday Services July 13th. Morning 11 a.m. Hymns 342, 540, 110, 438. Communion at 12. Evening 6 p.m. Hymns: 381, 236, 298, 352. Praeher: Rev. J. Kirk Macdonachie.

**THE GOSPEL HALL.**—(No. 10 and 12 Pedder Street). Weekly Services: Sunday. Breaking of Bread, 11 a.m. Gospel Meeting, 8 p.m. Tuesday. Exposition of Scripture, 8 p.m. Thursday. Bible Class, 8 p.m. Friday. Bible Class for Ladies, 5.30 p.m. Saturday. Prayer Meeting, 8 p.m.

**ST. PETER'S CHURCH, WEST POINT.**—Sunday, 8 a.m. Holy Communion, 11 a.m. Morning Prayer and Sermon.

**PEAK CHURCH.**—Holy Communion at 8.15 a.m.

**ROMAN CATHOLIC CATHEDRAL, GLENELLY.**—Low Masses at 6.7 and 9.30 a.m. High Mass at 8 a.m. 5.30 p.m.—Benediction of the Blessed Sacrament.

**WESLEYAN METHODIST CHURCH, WANCHAI.**—Sunday Morning Service 10.15 a.m. Sunday Evening Service 6 p.m.

**SOLDIERS AND SAILORS' HOME, ARSENAL STREET.**—Sunday Evening. Gospel Services 8 p.m.

**ST. JOSEPH'S CHURCH, GARDEN ROAD.**—Mass and Sermon at 10 a.m. followed by the Benediction of the Blessed Sacrament.

**FIRST CHURCH OF CHRIST, SOLENT STREET.**—MacDonnell Road. Sunday, 11.15 a.m. Wednesdays, 5.30 p.m.

**BIG DRAPERY DEAL.**—Mr. Gordon Selfridge, head of the famous Oxford-street firm, has acquired the controlling interest in the old-established business of Messrs. George Henry Lee and Co., Ltd., drapers of Bassett-street, Liverpool. The price paid is stated to be about £250,000. Messrs. Selfridge have bought the whole of the ordinary share capital, consisting of 14,000 shares of £10 each. The 14,000 preference shares of £10 each remain in the hands of the Oak-shott family, who have owned the premises for 35 years. The firm of Messrs. George Henry Lee and Co. was founded in the late fifties by Mr. Henry B. Lee, and is considered one of the highest grade businesses in the country outside London. The firm deals in all kinds of drapery goods.

TIDE TABLE					
7th June to 13th July					
DATE	High Water Landing Main River	Low Water	High Water Landing Main River	Low Water	DATE
1	10.15	1.45	10.15	1.45	13
2	10.25	1.35	10.25	1.35	14
3	10.35	1.25	10.35	1.25	15
4	10.45	1.15	10.45	1.15	16
5	10.55	1.05	10.55	1.05	17
6	11.05	0.95	11.05	0.95	18
7	11.15	0.85	11.15	0.85	19
8	11.25	0.75	11.25	0.75	20
9	11.35	0.65	11.35	0.65	21
10	11.45	0.55	11.45	0.55	22
11	11.55	0.45	11.55	0.45	23
12	12.05	0.35	12.05	0.35	24
13	12.15	0.25	12.15	0.25	25
14	12.25	0.15	12.25	0.15	26
15	12.35	0.05	12.35	0.05	27
16	12.45	0.00	12.45	0.00	28
17	12.55	0.05	12.55	0.05	29
18	1.05	0.15	1.05	0.15	30
19	1.15	0.25	1.15	0.25	1
20	1.25	0.35	1.25	0.35	2
21	1.35	0.45	1.35	0.45	3
22	1.45	0.55	1.45	0.55	4
23	1.55	0.65	1.55	0.65	5
24	2.05	0.75	2.05	0.75	6
25	2.15	0.85	2.15	0.85	7
26	2.25	0.95	2.25	0.95	8
27	2.35	1.05	2.35	1.05	9
28	2.45	1.15	2.45	1.15	10
29	2.55	1.25	2.55	1.25	11
30	2.65	1.35	2.65	1.35	12
31	2.75	1.45	2.75	1.45	13
32	2.85	1.55	2.85	1.55	14
33	2.95	1.65	2.95	1.65	15
34	3.05	1.75	3.05	1.75	16
35	3.15	1.85	3.15	1.85	17
36	3.25	1.95	3.25	1.95	18
37	3.35	2.05	3.35	2.05	19
38	3.45	2.15	3.45	2.15	20
39	3.55	2.25	3.55	2.25	21
40	3.65	2.35	3.65	2.35	22
41	3.75	2.45	3.75	2.45	23
42	3.85	2.55	3.85	2.55	24
43	3.95	2.65	3.95	2.65	25
44	4.05	2.75	4.05	2.75	26
45	4.15	2.85	4.15	2.85	27
46	4.25	2.95	4.25	2.95	28
47	4.35	3.05	4.35	3.05	29
48	4.45	3.15	4.45	3.15	30
49	4.55	3.25	4.55	3.25	1
50	4.65	3.35	4.65	3.35	2
51	4.75	3.45	4.75	3.45	3
52	4.85	3.55	4.85	3.55	4
53	4.95	3.65	4.95	3.65	5
54	5.05	3.75	5.05	3.75	6
55	5.15	3.85	5.15	3.85	7
56	5.25	3.95	5.25	3.95	8
57	5.35	4.05	5.35	4.05	9
58	5.45	4.15	5.45	4.15	10
59	5.55	4.25	5.55	4.25	11
60	5.65	4.35	5.65	4.35	12
61	5.75	4.45	5.75	4.45	13
62	5.85	4.55	5.85	4.55	14
63	5.95	4.65	5.95	4.65	15
64	6.05	4.75	6.05	4.75	16
65	6.15	4.85	6.15	4.85	17
66	6.25	4.95	6.25	4.95	18
67	6.35	5.05	6.35	5.05	19
68	6.45	5.15	6.45	5.15	20
69	6.55	5.25	6.55	5.25	21
70	6.65	5.35	6.65	5.35	22
71	6.75	5.45	6.75	5.45	23
72	6.85	5.55	6.85	5.55	24
73	6.95	5.65	6.95	5.65	25
74	7.05	5.75	7.05	5.75	26
75	7.15	5.85	7.15	5.85	27
76	7.25	5.95	7.25	5.95	28
77	7.35	6.05	7.35	6.05	29
78	7.45	6.15	7.45	6.15	30
79	7.55	6.25	7.55	6.25	1
80	7.65	6.35	7.65	6.35	2
81	7.75	6.45	7.75	6.45	3
82	7.85	6.55	7.85	6.55	4
83	7.95	6.65	7.95	6.65	5
84	8.05	6.75	8.05	6.75	6
85	8.15	6.85	8.15	6.85	7
86	8.25	6.95	8.25	6.95	8
87	8.35	7.05	8.35	7.05	9
88	8.45	7.15	8.45	7.15	10
89	8.55	7.25	8.55	7.25	11
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92	8.85	7.55	8.85	7.55	14
93	8.95	7.65	8.95	7.65	15
94	9.05	7.75	9.05	7.75	16
95	9.15	7.85	9.15	7.85	17
96	9.25	7.95	9.25	7.95	18
97	9.35	8.05	9.35	8.05	19
98	9.45	8.15	9.45	8.15	20
99	9.55	8.25	9.55	8.25	21
100	9.65	8.35	9.65	8.35	22
101	9.75	8.45	9.75	8.45	23
102	9.85	8.55	9.85	8.55	24
103	9.95	8.65	9.95	8.65	25
104	10.05	8.75	10.05	8.75	26
105	10.15	8.85	10.15	8.85	27
106	10.25	8.95	10.25	8.95	28
107	10.35	9.05	10.35	9.05	29
108	10.45	9.15	10.45	9.15	30
109	10.55	9.25	10.55	9.25	1
110	10.65	9.35	10.65	9.35	2
111	10.75	9.45	10.75	9.45	3
112	10.85	9.55	10.85	9.55	4
113	10.95	9.65	10.95	9.65	5
114	11.05	9.75	11.05	9.75	6
115	11.15	9.85	11.15	9.85	7
116	11.25	9.95	11.25	9.95	8
117	11.35	10.05	11.35	10.05	9
118	11.45	10.15	11.45	10.15	10
119	11.55	10.25	11.55	10.25	11
120	11.65	10.35	11.65	10.35	12
121	11.75	10.45	11.75	10.45	13
122	11.85	10.55	11.85	10.55	14
123	11.95	10.65	11.95	10.65	15
124	12.05	10.75	12.05	10.75	16
125	12.15	10.85	12.15	10.85	17
126	12.25	10.95	12.25	10.95	18
127	12.35	11.05	12.35	11.05	19
128	12.45	11.15	12.45	11.15	20
129	12.55	11.25	12.55	11.25	21
130	12.65	11.35	12.65	11.35	22
131	12.75	11.45	12.75	11.45	23
132	12.85	11.55	12.85	11.55	24
133	12.95	11.65	12.95	11.65	25
134	13.05	11.75	13.05	11.75	26
135	13.15	11.85	13.15	11.85	27
136	13.25	11.95	13.25	11.95	28
137	13.35	12.05	13.35	12.05	29
138	13.45	12.15	13.45	12.15	30
139	13.55	12.25	13.55	12.25	1
140	13.65	12.35	13.65	12.35	2
141	13.75	12.45	13.75	12.45	3
142	13.85	12.55	13.85	12.55	4
143	13.95	12.65	13.95	12.65	5
144	14.05	12.75	14.05	12.75	6
145	14.15	12.85	14.15	12.85	7
146	14.25	12.95	14.25	12.95	8
147	14.35	13.05	14.35	13.05	9
148	14.45	13.15	14.45	13.15	10
149	14.55	13.25	14.55	13.25	11
150	14.65	13.35	14.65	13.35	12
151	14.75	13.45	14.75	13.45	13
152	14.85	13.55	14.85	13.55	14
153	14.95	13.65	14.95	13.65	15
154	15.05	13.75	15.05	13.75	16
155	15.15	13.85	15.15	13.85	17
156	15.25	13.95	15.25	13.95	18
157	15.35	14.05	15.35	14.05	19
158	15.45	14.15	15.45	14.15	20
159	15.55	14.25	15.55	14.25	21
160	15.65	14.35	15.65	14.35	22
161	15.75	14.45	15.75	14.45	23
162	15.85	14.55	15.85	14.55	24
163	15.95	14.65	15.95	14.65	25
164	16.05	14.75	16.05	14.75	26
165	16.15	14.85	16.15	14.85	27
166	16.25	14.95	16.25	14.95	28
167	16.35	15.05	16.35	15.05	29
168	16.45	15.15	16.45	15.15	30
169	16.55	15.25	16.55	15.25	1
170	16.65	15.35	16.65	15.35	2
171	16.75	15.45	16.75	15.45	3
172	16.85	15.55	16.85	15.55	4
173	16.95	15.65	16.95	15.65	5
174	17.05	15.75	17.05	15.75	6
175	17.15	15.85	17.15	15.85	7
176	17.25	15.95	17.25	15.95	8
177	17.35	16.05	17.35	16.05	9
178	17.45	16.15	17.45	16.15	10
179	17.55	16.25	17.55	16.25	11
180	17.65	16.35	17.65	16.35	12
181	17.75	16.45	17.75	16.45	13
182	17.85	16.55	17.85	16.55	14
183	17.95	16.65	17.95	16.65	15
184	18.05	16.75	18.05	16.75	16
185	18.15	16.85	18.15	16.85	17
186	18.25	16.95	18.25	16.95	18
187	18.35	17.05	18.35	17.05	19
188	18.45	17.15	18.45	17.15	20
189	18.55	17.25	18.55	17.25	21
190	18.65	17.35	18.65	17.35	22
191	18.75	17.45	18.75	17.45	23
192	18.85	17.55	18.85	17.55	24
193	18.95	17.65	18.95	17.65	25
194	19.05	17.75	19.05	17.75	26
195	19.15	17.85	19.15	17.85	27
196	19.25	17.95	19.25	17.95	28
197	19.35	18.05	19.35	18.05	29
198	19.45	18.15	19.45	18.15	30
199	19.55	18.25	19.55	18.25	1
200	19.65	18.35	19.65	18.35	2
201	19.75	18.45	19.75	18.45	3
202	19.85	18.55	19.85	18.55	4
203	19.95	18.65	19.95	18.65	5
204	20.05	18.75	20.05	18.75	6
205	20.15	18.85	20.15	18.85	7
206	20.25	18.95	20.25	18.95	8
207	20.35	19.05	20.35	19.05	9
208	20.45	19.15	20.45	19.15	10
209	20.55	19.25	20.55	19.25	11
210	20.65	19.35	20.65	19.35	12
211	20.75	19.45	20.75	19.45	13
212	20.85	19.55	20.85	19.55	14
213	20.95	19.65	20.95	19.65	15
214	21.05	19.75	21.05	19.75	16
215	21.15	19.85	21.15	19.85	17
216	21.25	19.95	21.25	19.95	18
217	21.35	20.05	21.35	20.05	19
218	21.45	20.15	21.45	20.15	20



## GERMAN MUSIC.

## SHOULD IT BE PLAYED?

Mr. A. Kalisch writes in the *Daily News*—

I have drawn attention to the very interesting articles and letters in the *Musical Times* on the question of the permanence of all Beethoven's music. One might have thought that the comparatively small audience at the Beethoven Festival at Queen's Hall were directly, or indirectly, a result, were it not that the production of Elgar's new works also resulted in many empty seats, and assuredly no one has of late been trying to belittle Elgar in the Press.

A free and frank discussion of Beethoven on purely musical grounds is one thing and very wholesome, but an attempt to persuade us that it is patriotic to condemn all German music is quite another, and still another, and a much worse thing, is the suggestion that the predominance of German music in this country for the last half-century has been the result of super-Machiavellian propaganda.

The ball was set rolling the other day by M. Diaghileff, the very able director of the Russian Ballet. Beethoven, he exclaimed, was a mummy, Brahms a putrefying corpse, and Schumann a sick dog baying at the moon. (When he said that he must for the moment have forgotten the Carnival, which has inspired his artists to some of their most delightful efforts.) England, he continues, has only tolerated these things because German propagandists forced German music down their throats. Now a leading article in the *Daily Mail* repeats the charge, and adds that gloomy sentimentalism is the only stock in trade of German music.

To the scrap heap, then, with the futile gloom of "Le Nozze Figaro" and the flabby sentiment of Beethoven's Fifth Symphony. The writer may be pleading a good cause, but he certainly will not help it by such arrant nonsense.

## WHAT THE PUBLIC WANTED.

It is a curious thing that if English love of German music from 1850 onwards is the result of sinister propaganda, nobody should have found it out till 1914. It is surely an insult, both to the intelligence and the honesty of the countless British managers and societies who have produced German music. They did so, obviously, because they found it was what the public wanted. All through the war, let us not forget, Beethoven and Wagner were the only things that crowded Queen's Hall at the Promenade Concerts. Of course, everyone who went there, including thousands of soldiers, was either a German in disguise or a very stupid English victim of German intrigue. And what of Sir Henry Wood? This is on a par with the argument that Germany captured trade only by dishonest methods—as if no German trader had ever supplied anybody with anything good or useful or cheap.

But, it is said, musical enterprise, and especially the big musical societies in places like Manchester, Liverpool, Leeds, and Bradford, came under German influences. Perhaps they did; but why were native music lovers so apathetic as to permit it? It was, presumably, always open to them to devote as much energy (and money) to music as the foreigners did, had they wished.

It is a still more curious discovery that the British musical public is accessible to propaganda. For the last 50 years all serious writers on music have tried to kill the Royalty Ballad—its sales go up by leaps and bounds. For the last 20 years we have all been protesting against the deterioration of our lighter dramatic music, and the dividends of the companies providing it soar to heights undreamed of. For many years the Saturday and Monday Pops became more or less a Brahms propaganda—in one year, I remember, he monopolised about 70 per cent. of the season's programme, and the concerts died of inanition. Every writer in the Press pleads the cause of British composers, and the more British music is played the more the public stays away.

Then we are asked to consider, the analogy of the musical propaganda carried on by Germany in neutral countries during the war, but those who use that argument conveniently forget, if they ever knew, what was the end of that propaganda. In at least two of the neutral countries where it was most active the native producers of music protested against

## OVER-SEAS BRIDES.

## 1,500 LEAVING ENGLAND FORTNIGHTLY.

Nearly 1,500 British girls are leaving England for Canada every fortnight as the wives of Canadian soldiers. They travel free of charge in transports with their husbands. About 9,000 brides, it is estimated, have gone to Canada this year. The total number of girls in Great Britain married to Canadian soldiers during the war is estimated at 32,000.

"The girls are a fine type," said an official of the Canadian Emigration Department. "They hail from Sussex to Aberdeen. Many are country-bred with a practical knowledge of farming that will be useful in Canada."

Many girls engaged to men who have gone back to Canada also apply for passports. These are granted only if the girls can furnish satisfactory evidence that they have been engaged for two years and that the men intend to marry them.

A considerable number of English girls are going to the United States with American soldier husbands. Others are applying for passports to the U.S. to join men to whom they say they became engaged in England. The American Consular Service is taking the most careful precautions to ensure that none of these girls shall fall into wrong hands, and they will consent to issue applicants' passports only after having ascertained from the immigration authorities in the U.S. that the men to whom the girls wish to go are willing, and able, to keep them.

A suspicion that an attempt is being made to attract English girls to the United States for nefarious purposes has caused the American Consul-General to circulate an American Consular officer in the United Kingdom requesting them to exercise "very great care."

unfair competition, and it had to stop.

## THE LOGICAL CONSEQUENCE.

It is strange, too, to reflect that ten or fifteen years ago, when some writers were preaching the doctrine of "program" music and trying to convince musicians in this country that music might have some meaning or content outside itself, they were told that such theories were feticid emanations from the fuddled brains of German professors. Now anyone who does not protest that every bar of Beethoven contains the most virulent bacillus of Junkerdom is told that he is no patriot and is suborned by German gold.

They talk a good deal of Wagner, too. That is a big subject, and a good deal may be said on both sides. But there is not much militarism in "Parsifal," and as to "The Ring," let us not forget that Siegmund always used to be considered the type of "the right of the individual to free self-determination"; that Wotan, who grasped at world power by force; Alberich, who stands for the capitalist's lust of gold; and Fafner, who sleeps on his privileges, comes to a bad end. Wagner, the revolutionary, fled for his life, a price on his head, in 1848, though he did write the "Kaisermarsch" in 1871.

To consider the question in the abstract, let us ask what would be the logical consequence of the boycott of German music because of Germany's action in 1914. Should we not have to say that Raphael had no sense of beauty and Michael Angelo's outlines lack majesty because we do not share Signor Orlando's views on the question of Fiume? Should we not have to condemn the Russian Ballet and all its works because of Lenin and Trotsky? Mr. Jones, who is a lifelong Liberal, would have to refuse to listen to a bar of music of Mr. Smith, because he (Smith) once addressed a meeting in favour of Robinson, the Coupon candidate.

It is perhaps not wholly relevant, but still worth remembering, that men like Sullivan, Parry, Stanford, Cowen, and Elgar owed their first hearing to Mannes, Halle, and Richter when native musicians were deaf to their claims.

"Teutonic music is too dominant," said Sir Frederic Cowen wistfully long before the war, and truly enough. But the question will have to be decided ultimately on purely musical grounds. To suggest, hastily, that musicians should do without Bach, Beethoven, and Wagner has as much sense as to say that students of English must dispense with the authorised version of Shakespeare or Shelley.

## SIR HERBERT TREE.

## MR. ASQUITH'S TRIBUTE.

Mr. Asquith, in the presence of a large assembly outside His Majesty's Theatre recently, unveiled a memorial tablet to Sir Herbert Tree. The ex-Premier was accompanied by Mrs. Asquith and Princess Bibesco.

The tablet records that the theatre was founded by Herbert Tree in 1897 and directed by him till his death in 1917. After the ceremony the friends and colleagues of the late actor assembled in the theatre to hear tributes to his life and work paid by Mr. Asquith, Lord Reading, Sir Squire Bancroft, and the Bishop of London.

Recalling his many years of friendship with Sir Herbert Tree, Mr. Asquith said only those who, like himself, were privileged for years to enjoy his friendship could realise what he was like in the more intimate and less public relations of life. There was not one of his friends, and they were many, who had not felt and did not feel the poorer for the loss of that wealth of vitality and that unfailing reservoir of true kindness and affection.

There were, said Mr. Asquith, few, if any, actors of our time for whom the sentiment of admiring and affectionate interest had been more widely felt than for Sir Herbert Tree. He was an artist through and through, and took his art seriously, and he was perhaps the least mercenary of men.

There was nothing that he grudged in time, in money, in industry, in study, in drudgery itself to the profession to which he had given his life. That was equally true of him as manager and actor. The magnificence not of vulgar display, but arising from infinite painstaking, and from a passion for thoroughness with which he put his pieces upon the stage was characteristic of the man. In range and versatility of parts Sir Herbert Tree was, he believed, not surpassed by any actor of our time.

During the afternoon Madam Clara Butt sang the "Lost Chord," and the orchestra of His Majesty's Theatre played a selection of music from Sir Herbert Tree's productions.

## AMERICAN PACIFIC FLEET.

## LATEST BATTLESHIPS.

Basing its judgement on opinions expressed in the American Navy Department and statements attributed to Secretary Daniels, the *Kokumin* predicts that the American naval policy of the future will be the organisation of a Pacific fleet of powerful warships of the Nevada type. The paper asserts that this opinion is confirmed by Captain Watson, Naval Attaché to the American Embassy in Tokyo.

The *Kokumin* published the following as the probable make-up of the Pacific fleet: battleships—Nevada, Oklahoma, Pennsylvania, Arizona, New Mexico, Mississippi and Idaho; armoured cruisers—Seattle, North Carolina, Montana, Huntington, Pittsburgh, Pueblo, Frederick, South Dakota. The paper believes that the fleet will also have thirty destroyers and about forty submarines.

The ships chosen are of the oil burning type which represent the latest designs in the navy and are especially useful for the Pacific Coast on account of the fact that the fuel is ready to hand in California.

The *Kokumin* predicts that the extent to which the fleet of America will be augmented in the Far East will be a surprise to the entire Orient, although there is no reason to suppose that South American and Australasian waters are not to be equally visited by the Pacific fleet.

The *Kokumin* points out that in the 'Extreme Orient' there are already stationed three squadrons composed of gun-boats, which will be a great addition.

Furthermore it is rumoured, says the paper, that the construction of battle-cruisers to be dispatched to Asiatic waters in case of emergency is being advocated. Now that the German navy has been wiped out of existence and there is a tacit understanding between the two Anglo-Saxon world-powers for a mutual guarantee of the seas, it is most likely, continues the *Kokumin*, that America will reorganise the Pacific Fleet on the completion of these battle-cruisers, and that she will, at any rate, stay militarily very powerful in the Orient.

## ALIEN RESTRICTION.

## STRONG POWERS PROPOSED.

In connection with the new Aliens Restriction Bill (continuing the Aliens Restriction Act, 1914) now awaiting the Standing Committee stage in the Commons, the Home Secretary has issued the draft of an Order in Council. As he explained on the occasion of the second reading of the Bill, Mr. Shortt's view is that it is preferable to proceed by Council Order for a further period in order to obtain experience instead of embodying the proposals in an Act of Parliament. The main provisions of the Draft Order are as follows:

1. An alien coming from outside the United Kingdom shall not land in this country except with the leave of an immigration officer.

2. Such leave shall not be given to an alien to land unless he complies with the following conditions, amongst others:

(a) He is in a position to support himself and his dependants;

(b) He is not a lunatic, idiot, or mentally deficient;

(c) He is not the subject of the certificate by a medical inspector that it is undesirable he should land;

(d) He fulfils such other requirements as may be prescribed by any general or special instructions of the Home Secretary.

Aliens will have to register themselves in the same manner as has been necessary during the war, and furnish all details required, and hotel keepers and others must keep registers of aliens staying at their premises, and a central register is to be maintained by the Home Secretary. On the recommendation of the Admiralty or the Army Council any area may be declared a protected area, from which any aliens may be excluded altogether or permitted to remain under restrictions.

Power is proposed to be given to the police to close clubs and restaurants which have been frequented by aliens if they consider that the aliens so frequenting the premises are of criminal or disloyal associations or otherwise undesirable, or that the premises are conducted in a disorderly or improper manner or in a manner prejudicial to the public good.

Persons guilty of offences against the Order shall be liable on summary conviction to a fine not exceeding £100, or to imprisonment, with or without hard labour, for a term not exceeding six months, or on a second or any subsequent conviction twelve months. Any person acting, suspected of acting, or being about to act in contravention of the Order may be taken into custody without warrant.

The Order imposes no restriction or disability on any duly accredited head of a foreign diplomatic mission or any member of his household or of his official staff.

A Lobby Correspondent writes that the Anti-Alien Group in the House of Commons, with which Sir J. G. Butcher is associated, are dissatisfied with the Draft Order in Council. They complain that under it the Home Secretary is not obliged to do anything, while he has the fullest discretion as to deportations or prevention of immigration. They will press in Committee on the Bill for more positive enactment and a declaration of Government policy on aliens, as distinct from government by Order in Council.

## AMERICAN TROOPS IN SIBERIA.

## VOLUNTEERS TO REPLACE CONSCRIPTS.

On the 6th ultimo, says a Tokyo message to the *Asahi*, the American military authorities issued instructions to the recruiting officials, to enlist as quickly as possible 7,000 infantry with military experience, 600 men for the medical corps and 400 for the communications corps, for service in Siberia. The troops raised in this way will be collected at Camp Plymouth in California, and then be dispatched to Siberia in lots of 500. It is explained that this step does not imply any increase in the American troops in Siberia. What is intended is simply to replace troops raised in accordance with the war-time conscription law by the newly recruited volunteers. Immediately on the receipt of the message, however, the *Asahi* Johnson raised opposition, expressing himself in favour of the complete evacuation of Siberia by the American army. The question is the subject of heated discussion in the Japanese press.

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## COMMERCIAL NEWS.

## THE SUPER-ENGINE.

The secret of a new internal combustion engine—which had been strictly kept during the war—was fully disclosed at the Royal Society of Arts recently in a paper read by Capt. Frank E. D. Acland. The invention, which it is expected will have very far-reaching effects on the future of industry, is the result of many years of patient research by Mr. William Joseph Still, a British engineer, and others associated with him. Captain Acland said the new Still engine combined all the advantages of steam and internal combustion with the elasticity of the former and a higher fuel economy than the latter. Searching tests of the engine had been made by various Governments and by scientists and it was proved to use 25 per cent. less fuel per horse-power than any other engine yet constructed. The system had already been applied in practice to engines of small and large power using kerosene, petrol, or heavy oil. Engines had been constructed giving up to 500 h.p. per cylinder during the war. The engine was capable of using in its main working cylinder any form of liquid or gaseous fuel hitherto employed. It made use of the recoverable heat which passed through the surfaces of the combustion cylinder, as well as into the exhaust gases, for the evaporation of steam, which steam was expanded in the combustion cylinder itself on one side of the main piston, the combustion stroke acting on the other side. It increased the power of the engine, and reduced the consumption of the fuel per horse-power developed. Its primary object was not to use the waste heat for raising steam, but first to use it in improving the thermal conditions of the working cylinder, and so ensure the maximum efficiency from the fuel burnt within it, diminishing, as a consequence, the heat lost in that operation. One of the disadvantages of the internal combustion engine was that it could not start itself without some external source of power and could not develop its full power except at full speed. Mr. Still had solved the problem of making his internal combustion engine a "self-starter." The possibility of combining in one engine the superior thermal cycle at the high temperatures and pressures of the combustion engine with the low thermal cycle of steam to deal with its rejected heat, and, in the same engine, add the superior working advantages of the steam engine, was the basis of his work. Sir Charles A. Parsons, who presided, said all noticed the loss of steam from the radiators of motor-cars and buses. Engineers had been forced to think about the serious waste of energy, and Mr. Still had succeeded in utilising a greater part of the steam which came from the radiator, and had also tackled another drawback, namely its want of elasticity, especially in locomotives. In utilising the steam he had secured a reserve of power which was able to sustain a very large overload for a short time, and which rendered the internal combustion engine much more suitable for use in the propelling of ships. A number of engineers, including Sir Donald Clark and

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